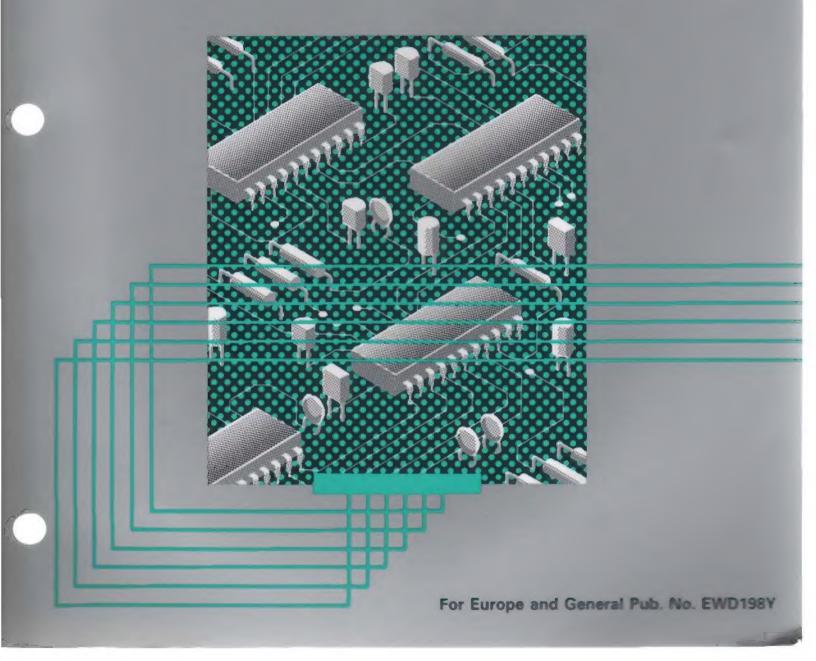


ELECTRICAL WIRING DIAGRAM

ST20_ AT200 Series Series

Oct., 1993



FOREWORD

This wiring diagram has been prepared to provide information on the electrical system of the TOYOTA CELICA.

Applicable models: ST202, 204 Series

AT200 Series

For service specifications and repair procedures of the above models other than those listed in this manual, refer to the following manuals;

Manual Name	Pub. No.	
Celica Chassis and Body Repair Manual	RM380E	
Celica New Car Features	NCF103E	

All information in this manual is based on the latest product information at the time of publication. However, specifications and procedures are subject to change without notice.

TOYOTA MOTOR CORPORATION

TOYOTA CELICA ELECTRICAL WIRING DIAGRAM

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Ar de

± _NTRODUCTION

This manual consists of the following 11 sections:

•=	Section	Description
	INDEX	Index of the contents of this manual.
Α -	INTRODUCTION	Brief explanation of each section.
3	HOW TO USE THIS MANUAL	Instructions on how to use this manual.
2	TROUBLE- SHOOTING	Describes the basic inspection procedures for electrical circuits.
	ABBREVIATIONS	Defines the abbreviations used in this manual.
	GLOSSARY OF TERMS AND SYMBOLS	Defines the symbols and functions of major parts.
=	RELAY LOCATIONS	Shows position of the Electronic Control Unit, Relays, Relay Block, etc. This section is closely related to the system circuit.
3	ELECTRICAL WIRE ROUTING	Describes position of Parts Connectors, Splice points, Ground points, etc. This section is closely related to the system circuit.
4	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
	INDEX	Index of the system circuits.
ı	SYSTEM CIRCUITS	Electrical circuits of each system are shown from the power supply through ground points. Wiring connections and their positions are shown and classified by code according to the connection method. (Refer to the section, "How to use this manual"). The "System Outline" and "Service Hints" useful for troubleshooting are also contained in this section.
j	GROUND POINTS	Shows ground positions of all parts described in this manual.
 K	OVERALL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

This manual provides information on the electrical circuits installed vehicles by dividing them into a circuit for each system.

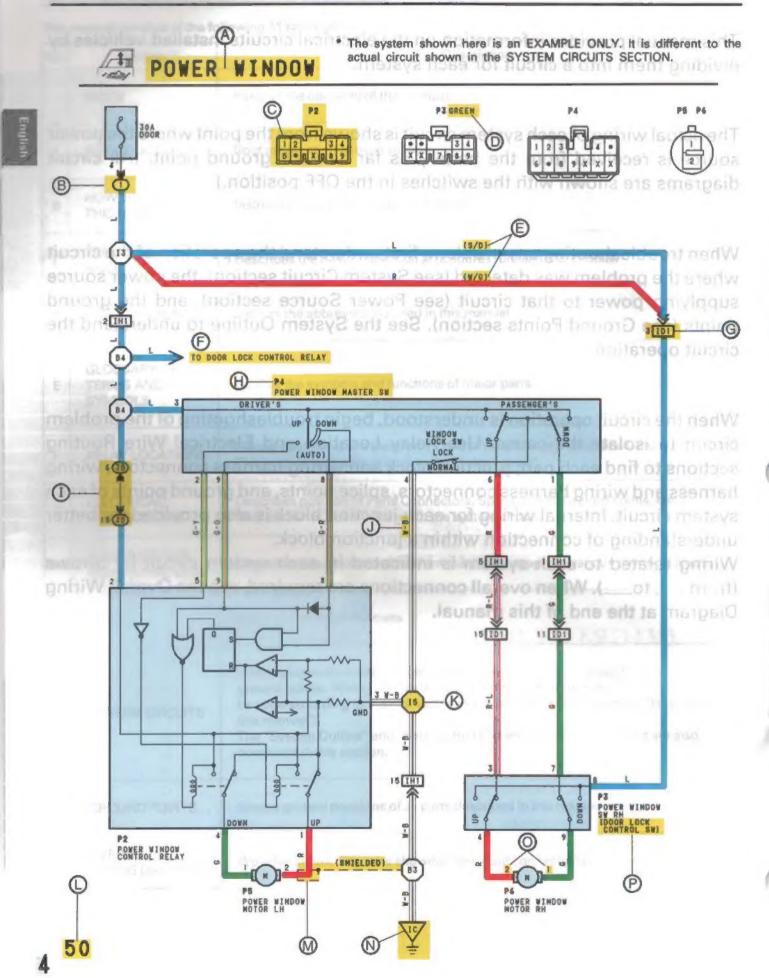
The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)



When troubleshooting any problem, first understand the operation of the circuit where the problem was detected (see System Circuit section), the power source supplying power to that circuit (see Power Source section), and the ground points (see Ground Points section). See the System Outline to understand the circuit operation.

When the circuit operation is understood, begin troubleshooting of the problem circuit to isolate the cause. Use Relay Location and Electrical Wire Routing sections to find each part, junction block and wiring harness connectors, wiring harness and wiring harness connectors, splice points, and ground points of each system circuit. Internal wiring for each junction block is also provided for better understanding of connection within a junction block.

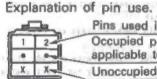
Wiring related to each system is indicated in each system circuit by arrows (from____, to____). When overall connections are required, see the Overall Wiring Diagram at the end of this manual.



- A: System Title
- B. Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: 1 Indicates Relay Block No. 1,318AM 78 ABI

C: Indicates the connector to be connected to a part (the numeral indicates the pin No.)



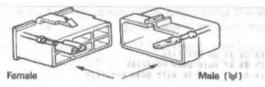
Pins used in the system circuit.

Occupied positions, but not applicable to the system circuit.

Unoccupied positions.

The pins shown are only for the highest grade, or only include those in the specification.

- O: Connector Color
 Connectors not indicated are milky white in Example:
- (E): () is used to indicate different wiring and connector, etc. when the vehicle model, engine type, or specification is different.
- F: Indicates related system.

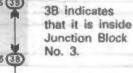


The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g. "E" for the Engine Compartment, "I" for the instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

When more than one code has the first and second letters in common, followed by numbers (e.g, IH1, IH2), this indicates the same type of wiring harness and wiring harness connector.

- (all parts are shown in sky blue). The code is the same as the code used in parts position.
- Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts (different junction blocks are shaded differently for further clarification).

Example:



(J); Indicates the wiring color.

Wire colors are indicated by an alphabetical code.



The first letter indicates the basic wire color and the second letter indicates the color of the stripe.



(Codes are "E" for the Engine Room, "I" for the Instrument Panel, and "B" for the Body).



The Location of Splice Point I 5 is indicated by the shaded section.

- (L): Page No.
- M: Indicates a shielded cable



N: Indicates a ground point.

The first letter of the code for each ground point(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

O: Indicates the pin number of the connector.

The numbering system is different for female and male connectors.

Example: Numbered in order from upper left to from upper right to lower left



P: When 2 parts both use one connector in common, the parts connector name used in the wire routing section is shown in square brackets

[].

ands become

0 SYSTEM OUTLINE -

WITH THE IGNITION SO TURNED ON, THE CURRENT FLOWS TO TERMINAL 3 OF THE POWER WINDOW MASTER SW. TERMINAL 2 OF THE POWER WINDOW CONTROL RELAY AND TERMINAL & OF THE POWER WINDOW SW THROUGH THE DOOR FUSE.

I. DRIVER'S WINDOW "HANUAL UP" OPERATION BY MASTER SW

HOLDING MANUAL SWIDRIVER'S) ON "UP" POSITION LOCATED IN POWER MINDOW MASTER SW. THE CURRENT FLOWS TO TERMINAL 5 OF THE POWER WINDOW CONTROL RELAY THROUGH TERMINAL 3 OF THE MASTER SH -> TERMINAL 2 TO OPERATE A POWER WINDOW CONTROL RELAY. THUS THE CURRENT INSIDE THE RELAY FLOWS FROM TERMINAL 2 OF THE RELAY -> TERMINAL 1 -> TERMINAL 2 OF THE POWER WINDOW NOTOR -> TERMINAL 1 -> TERMINAL 4 OF THE RELAY -> TERMINAL 3 -> TO GROUND, THE MOTOR TURMS TO ASCENT THE MINDOW. RELEASING THIS SW. THE ROTATION OF NOTOR IS STOPPED AND THE WINDOWS CAN STOP AT WILL POINT.

(FOR THE "MANUAL DOWN" OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION SECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

2. DRIVER'S WINDOW "AUTO DOWN" OPERATION BY MASTER SW

ONCE THE "AUTO DOWN" BUTTON OF THE MASTER ST IS PUSHED. THE CURRENT FLOWS TERMINAL 9 OF THE POWER TINDOW CONTROL RELAY THROUGH TERMINAL 3 OF THE MASTER SW -> TERMINALS 0 AND 9 TO OPERATE THE RELAT. THUS THE CURRENT INSIDE THE POWER MINDOW CONTROL RELAY FLOWS FROM TERMINAL 2 OF THE RELAY -> TERMINAL 4 -> TERMINAL 1 OF THE POWER WINDOW HOTOR -> TERMINAL 2 -> TERMINAL 1 OF THE RELAY -> TERMINAL 3 -> TO GROUND. THE MOTOR CONTINUES THE ROTATION ENABLING TO DESCENT THE

THE WINDOW DESCENDS TO THE END POSITION. THE CURRENT WILL BE CUT OFF TO RELEASE THE AUTO DOWN FUNCTION BASED ON THE INCREASING CURRENT BETWEEN TERMINAL 2 OF THE RELAY AND TERMINAL I IN RELAY.

3. DRIVER'S WINDOW AUTO DOWN RELEASE OPERATION BY MASTER SW

HOLDING THE MANUAL SWIDATVER'S) ON "UP" POSITION IN OPERATING AUTO DOWN. THE CURRENT FROM TERMINAL 3 OF THE MASTER SW PASSING TERMINAL 2 FLOWS TERMINAL 5 OF THE RELAY AND RELEASER THE AUTO DOWN FUNCTION IN THE POWER MINDOW CONTROL RELAY. RELEASING THE HAND FROM SW. MINDOW STOPS AND CONTINUING ON TOUCHING SW. THE FUNCTION SWITCHES TO MANUAL UP OPERATION.

4. PASSENGER'S WINDOW UP OPERATION (MASTER SW) AND WINDOW LOCK SW OPERATION HOLDING PASSENCER'S WINDOW SWIMASTER SWI ON "UP", THE CURRENT FLOWS FROM TERMINAL 3 OF THE MASTER BW PASSING TERMINAL 6 TO TERMINAL 3 OF THE POWER WINDOW SWIPASSENGER'S) -> TERMINAL 4 -> TERMINAL 2 OF THE NOTOR -> TERMINAL I -> TERMINAL 9 OF THE POWER WINDOW SM -> TERMINAL 7 -> TERMINAL 1 OF THE MASTER SW -> TERMINAL & TO GROUND. THE MOTOR RUNS TO ASCENT THE WINDOW. RELEASING THIS SW. THE ROTATION OF HOTOR IS STOPPED AND WINDOW CAN STOP AT WILL PLACE. SWITCHING THE WINDOW LOCK SW IN "LOCK" POSITION. THE CIRCUIT IS OPENED AND STOPPED THE MOTOR ROTATION.

(FOR THE DOWN OPERATION. CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED)

SERVICE HINTS -

P2 POWER WINDOW CONTROL RELAY

3-GROUND: ALWAYS CONFINULTY

2-SROUND APPROX.12VOLTS WITH IGNITION SW AT ON POSITION
5-GROUND APPROX.12VOLTS WITH IGNITION SW AT ON POSITION AND MASTER SW AS WP POSITION
8-GROUND APPROX.12VOLTS WITH IGNITION SW AT ON POSITION AND MASTER SW AT AUTO DOWN POSITION

9-CROUND APPROX 12 VOLTS WITH IGNITION SH AT ON POSITION AND HASTER SH AT DOWN OR AUTO DEWN POSITION

P4 POWER WINDOW MASTER SW

4-GROUND ALWAYS CONTINUITY

3-GROUND APPROX 1240LTS WITH IGNITION SY AT ON POSITION

AINDOM FOCK 2A

OPEN WITH WINDOW LOCK SW AT LOCK POSITION

: PARTS LOCATION

CODE	Fre II	SEE PAGE	CODE		SEE PARE	CODE		SEE PAGE	NAA
P2	21		P4	21	Louis and and	P6	21	4	-
P3	21		PB	21			51		1111

nné seemarkes

Penel and

Pedesida original that Engine

content's location, up.

O : RELAY BLOCKS

CODE SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)	A STATE OF THE PARTY OF THE PAR
1 15	R/B MO.1 (INSTRUMENT PANEL LEFT SIDE)	

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

2003	TEE PAGE	JUNCTION SCOCK AND WIRE HARMESS (CONNECTOR LOCATION)	
38	14:	AND ME I AND COME WIRE (INSTRUMENT PANEL LEFT SIDE)	The state of the s

, CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

	SEE PAGE	JOINING BIRE MARKESS AND WIRE HARNESS (CONNECTOR LOCATION)
IDI	26	FRONT DOOR AN WIRE AND COME WIRE (RIGHT KICK PANEL)
IHI	26	FRONT DOOR LM WIRE AND COME WIRE ILEFT KICK PAMELS

: GROUND POINTS

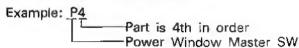
CODE	SEE PAGE	GROUND POINT LOCATION
10	24	COWL LEFT

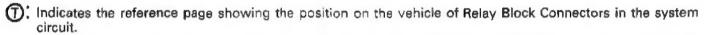
abold normalism.

. SPLICE POINTS

	CODE	SEE PAGE	WIRE MARNESSES WITH SPLICE POINTS	(1()))
[10	24	COWL WIRE	

- (a): Explains the system outline.
- (R): Indicates values or explains the function for reference during troubleshooting.
- S: Indicates the reference page showing the position on the vehicle of the parts in the system circuit. Example: Part "P4" (Power Window Master SW) is on page 21 of the manual.
 - * The letter in the code is from the first letter of the part, and the number indicates its order in parts starting with that letter.





Example: Connector "1" is described on page 16 of this manual and is installed on the left side of the instrument panel.

(indicates the reference page showing the position on the vehicle of J/B and Wire Harness in the system circuit.

Example: Connector "3B" connects the Cowl Wire and J/B No. 3. It is described on page 14 of this manual, and is installed on the instrument panel left side.

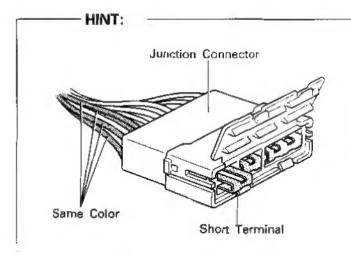
(i) Indicates the reference page describing the wiring harness and wiring harness connector (the female wiring harness is shown first, followed by the male wiring harness).

Example: Connector "ID1" connects the front door RH wire (female) and cowl wire (male). It is described on page 26 of this manual, and is installed on the right side kick panel.

- (indicates the reference page showing the position of the ground points on the vehicle.

 Example: Ground point "IC" is described on page 24 of this manual and is installed on the cowl left side.
- Indicates the reference page showing the position of the splice points on the vehicle.

 Example: Splice point "1 5" is on the Cowl Wire Harness and is described on page 24 of this manual.



Junction corrector loode: J1, J2, J3, J4, J5, J6, J7, J8, J9) in this manual include a short terminal which is connected to a number of wire harnesses. Always perform inspection with the short terminal installed. When installing the wire harnesses, the harnesses can be connected to any position within the short terminal grouping. Accordingly, in other vehicles, the same position in the short terminal may be connected to a wire harness from a different part.)

Wire harness sharing the same short terminal

Wire harness sharing the same short termina grouping have the same color.



B HOW TO USE THIS MANUAL

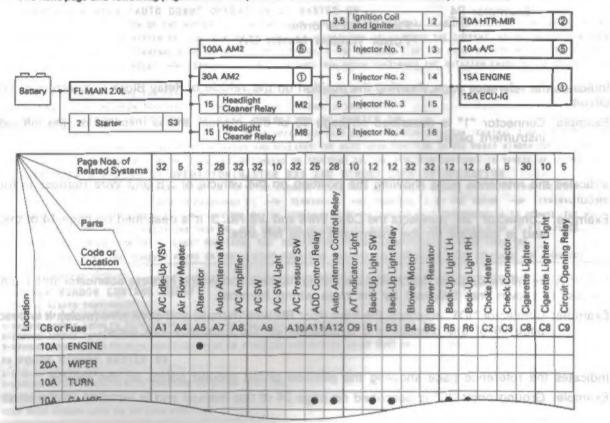
The "Current Flow Chart" section, describes which parts each power source (fuses, fusible links, and circuit breakers) transmits current to. In the Power Source circuit diagram, the conditions when battery power is supplied to each system are explained. Since all System Circuit diagrams start from the power source, the power source system must be fully understood.

H POWER SOURCE (Current Flow Chart)

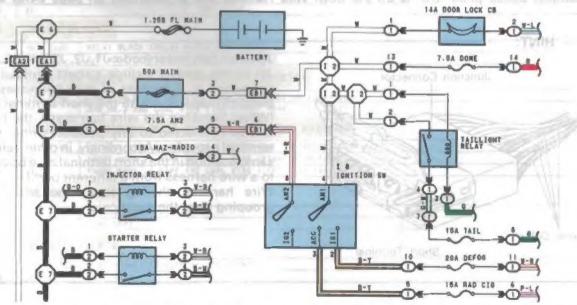
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

604ba (18)

The next page and following pages shown the parts to which each electrical source outputs current.





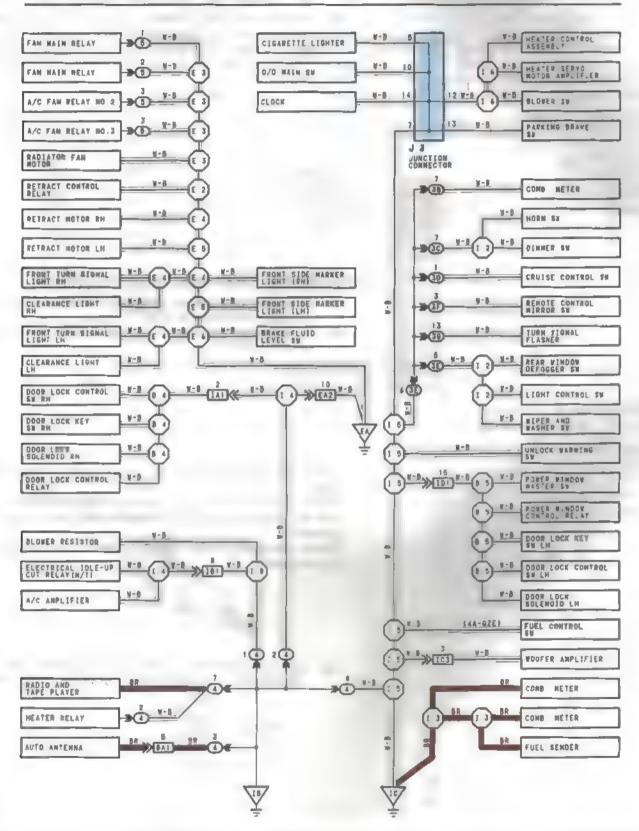


(in makes the relation or page absorbed one pagebon of

55 le: 7561

The ground points circuit diagram shows the connections from all major parts to the respective ground points. When troubleshooting a faulty ground point, checking the system circuits which use a common ground may help you identify the problem ground quickly. The relationship between ground points () and \(\frac{\xi}{2}\), \(\frac{\xi

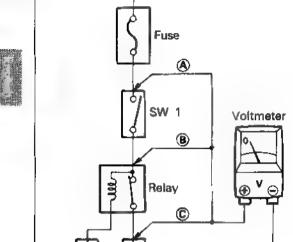
J = GROUND POINTS



^{*} The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

C TROUBLESHOOTING

To Ignition SW IG Terminal



VOLTAGE CHECK

(a) Establish conditions in which voltage is present at the check point.

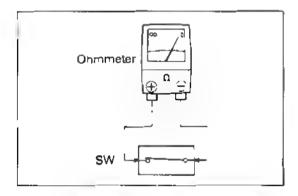
Example:

A Ignition SW on

® - Ignition SW and SW 1 on

© - Ignition SW, SW 1 and Relay on (SW 2 off)

(b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.

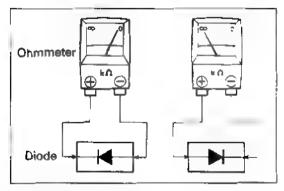


Solenoid

CONTINUITY AND RESISTANCE CHECK

(a) Disconnect the battery terminal or wire so there is no voltage between the check points.

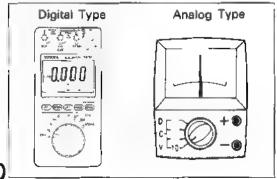
(b) Contact the two leads of an ohmmeter to each of the check points.



If the circuit has diodes, reverse the two leads and check again.

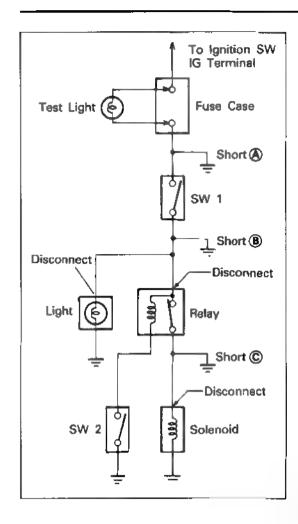
When contacting the negative lead to the diode positive side and the positive lead to the negative side, there should be continuity.

When contacting the two leads in reverse, there should be no continuity.



(c) Use a volt/ohmmeter with high impedance (10 k(1/V minimum) for troubleshooting of the electrical circuit





FINDING A SHORT CIRCUIT

- (a) Remove the blown fuse and disconnect all loads of the fuse.
- (b) Connect a test light in place of the fuse.
- (c) Establish conditions in which the test light comes on. Example:
 - A Ignition SW on
 - B Ignition SW and SW 1 on
 - © Ignition SW, SW 1 and Relay on (Connect the Relay) and SW 2 off (or Disconnect SW 2)
- (d) Disconnect and reconnect the connectors while watching the test light.

 The short lies between the connector where the test

light stays lit and the connector where the light goes out.

 Find the exact location of the short by lightly shaking the problem wire along the body.

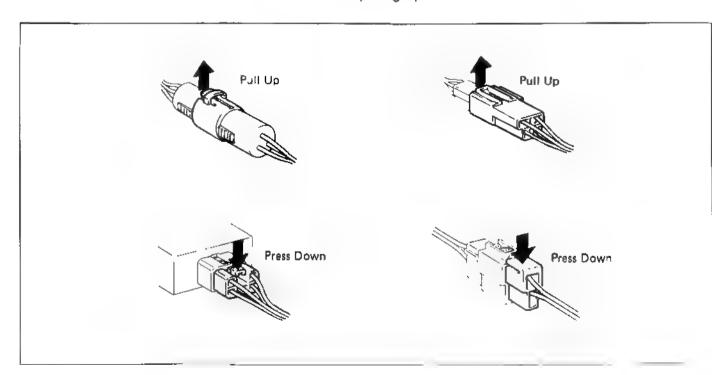
CAUTION:

Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)

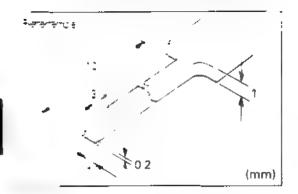
DISCONNECTION OF MALE AND FEMALE CONNECTORS

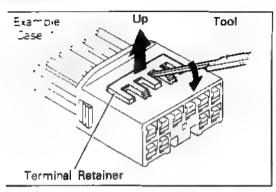
To pull apart the connectors, pull on the connector itself, not the wire harness.

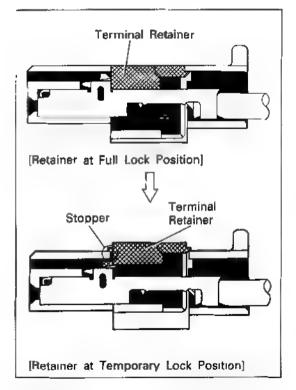
HINT: Check to see what kind of connector you are disconnecting before pulling apart.

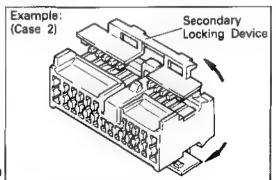












HOW TO REPLACE TERMINAL (with terminal retainer or secondary locking device)

1. PREPARE THE SPECIAL TOOL

HiNT: To remove the terminal from the connector, please construct and use the special tool or like object shown on the left.

- 2. DISCONNECT CONNECTOR
- 3. DISENGAGE THE SECONDARY LOCKING DEVICE OR TERMINAL RETAINER
 - (a) Locking device must be disengaged before the terminal locking clip can be released and the terminal removed from the connector.
 - (b) Use a special tool or the terminal pick to unlock the secondary locking device or terminal retainer.

NOTICE:

Do not remove the terminal retainer from connector body.

For Non-Waterproof Type Connector

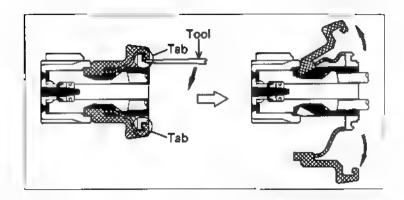
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it

"Case 1"

Raise the termlinal retainer up to the temporary lock position.

"Case 2"

Open the secondary locking device





Example:

Terminal Retainer: Connector Body

Black or White : Gray
Black or White : Dark Gray
Gray or White : Black

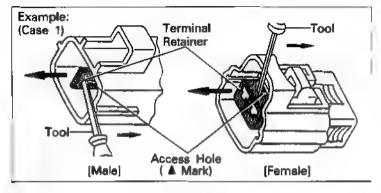
according to connector body.

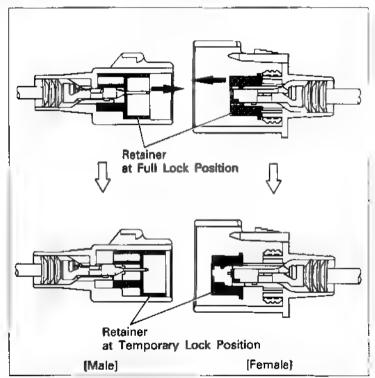
"Case 1"

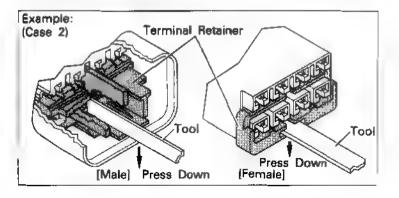
Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

Insert the special tool into the terminal retainer access hole (Mark) and pull the terminal retainer up to the temporary lock position.

HINT: The needle insertion position varies according to the connector's shape (Number of terminals etc.), so check the position before inserting it.







"Case 2"

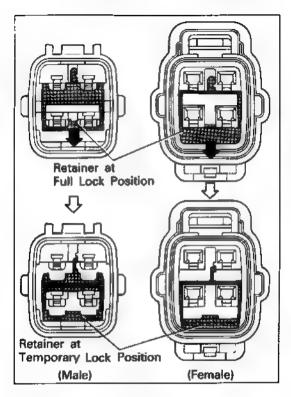
Type which cannot be pulled as faires

Power Lock insert the tool straight

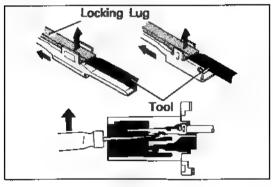
into the access hole of terminal
retainer as shown



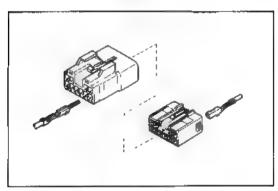
C TROUBLESHOOTING



Push the terminal retainer down to the temporary lock position.



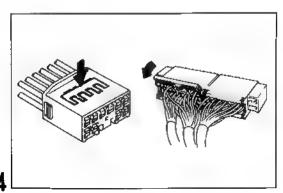
(c) Release the locking lug from terminal and pull the terminal out from rear.



- 4. INSTALL TERMINAL TO CONNECTOR
 - (a) Insert the terminal.

HINT:

- 1. Make sure the terminal is positioned correctly.
- 2. Insert the terminal until the locking lug locks firmly.
- 3. Insert the terminal with terminal retainer in the temporary lock position.



- (b) Push the secondary locking device or terminal retainer in to the full lock position.
- 5. CONNECT CONNECTOR

ABBREVIATIONS

The following abbreviations are used in this manual.

A/C = Air Conditioner

ABS = Anti-Lock Brake System

ACIS = Acoustic Control Induction System

A/T = Automatic Transaxle

COMB. = Combination

ECT = Electronic Contro ed Transmission

ECU = Electronic Contro Unit

EFI = Electronic Fuel Injection

Ex. Except

FL = Fusible Link

ISC = Idle Speed Control

IC = Integrated Circuit

IIA = Integrated Ignition Assembly

J/B = Junction Block

LH = Left-Hand

LHD = Left-Hand Drive

M/T = Manual Transaxle

O/D = Overdrive

R/B = Relay Block

RH = Right-Hand

RHD = Right-Hand Drive

SW = Switch

TEMP. = Temperature

TVSS = Toyota Vehicle Security System

VSV = Vacuum Switching Valve

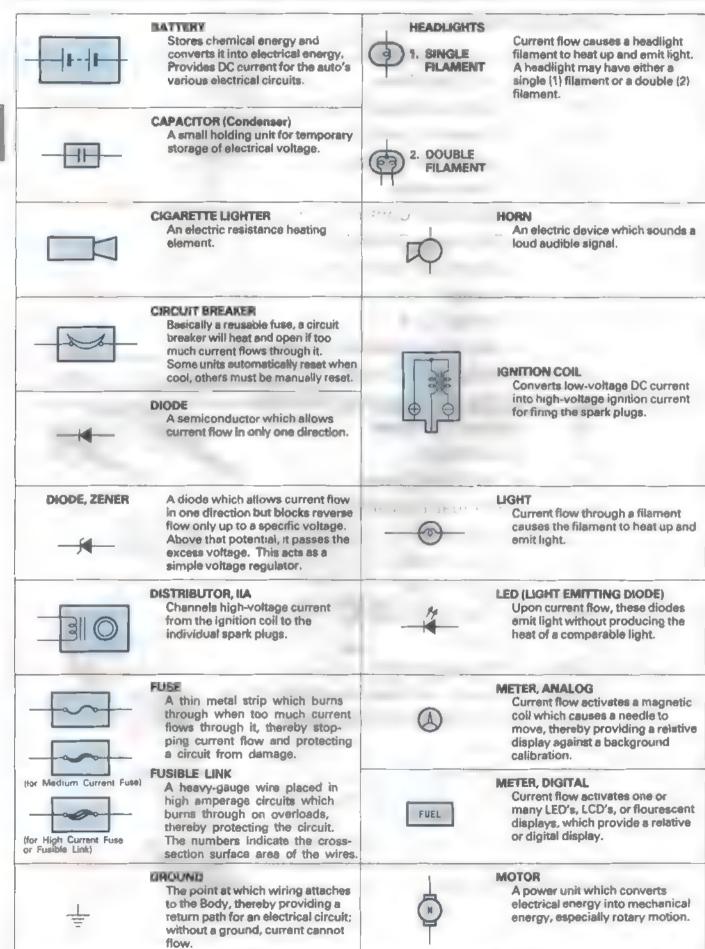
W/ = With

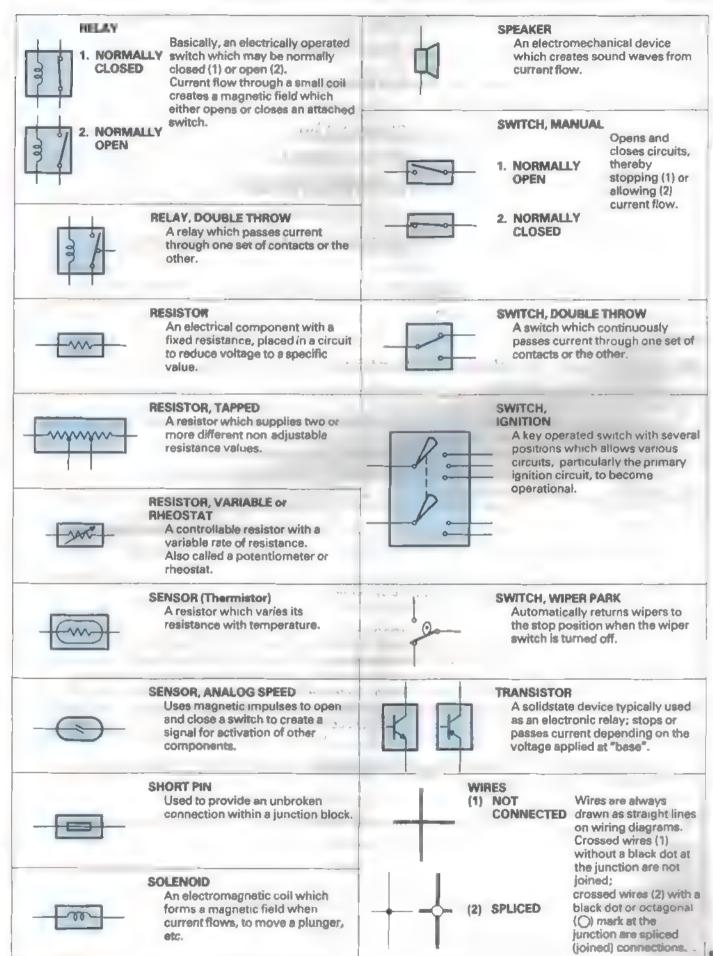
W/O = Without



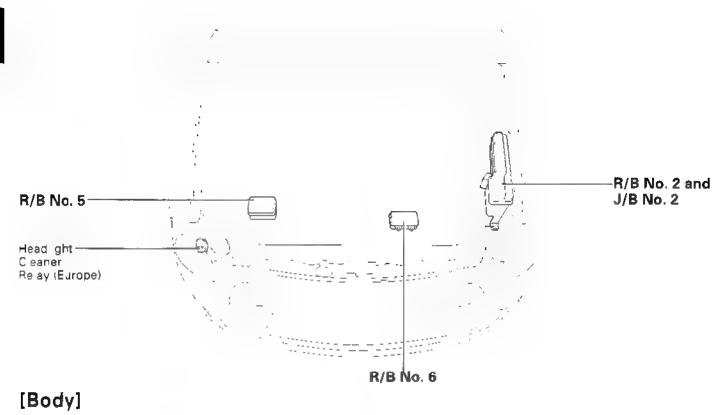
^{*} The titles given inside the components are the names of the terminals (terminal codes and are not treated as being abbreviations.

E GLOSSARY OF TERMS AND SYMBOLS

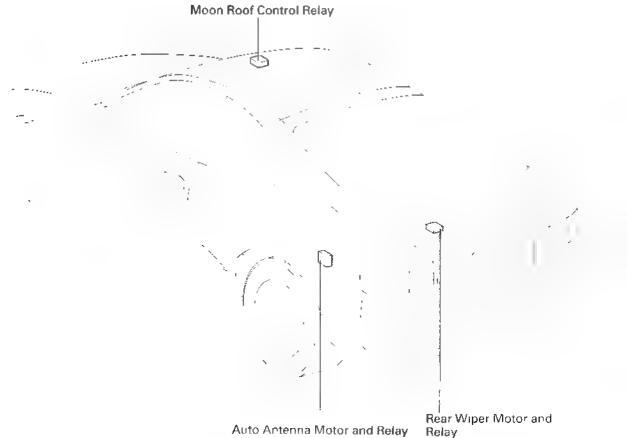




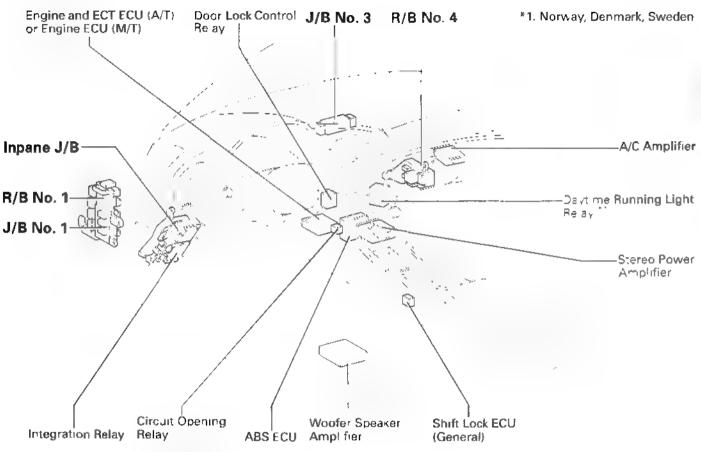
[Engine Compartment]



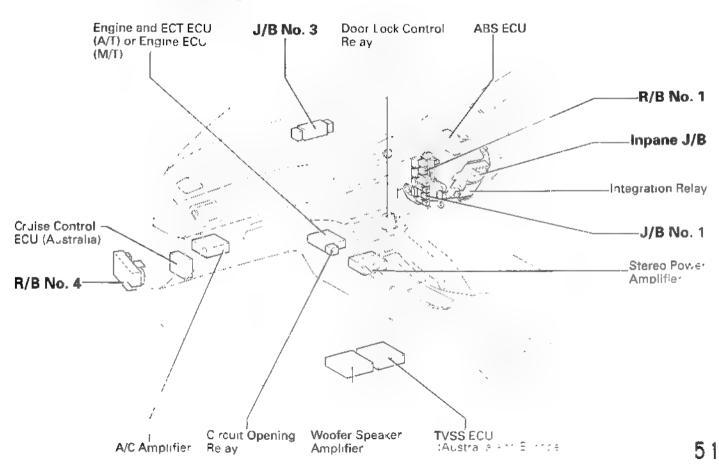




[Instrument Panel LHD]

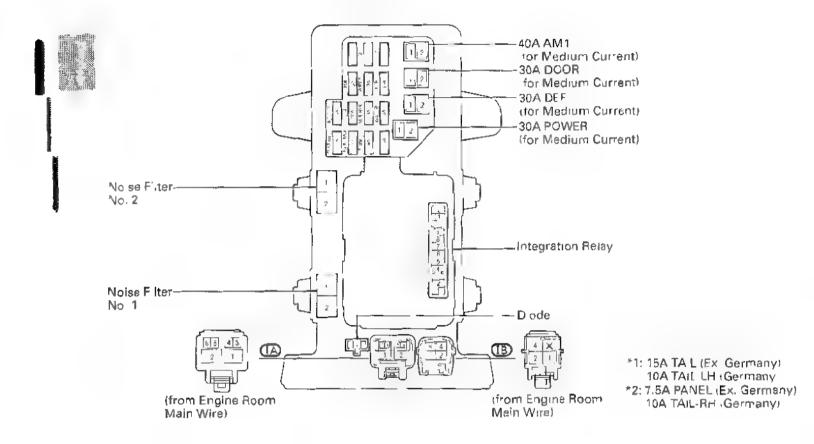


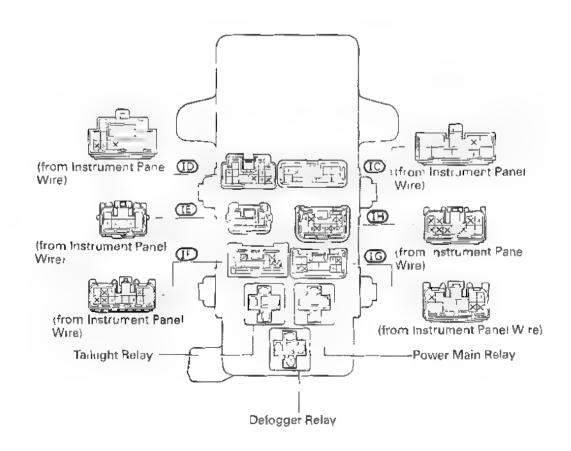
[Instrument Panel RHD]



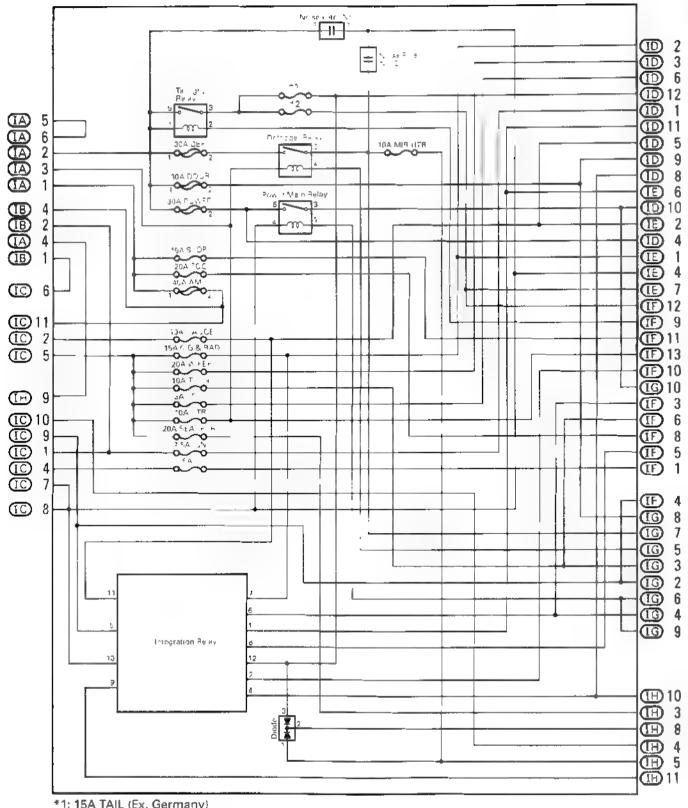
F RELAY LOCATIONS

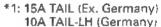
: Inpane J/B __LHD: Left Kick Panel (See Page 51)_ RHD: Right Kick Panel (See Page 51)





[Inpane J/B Inner Circuit]



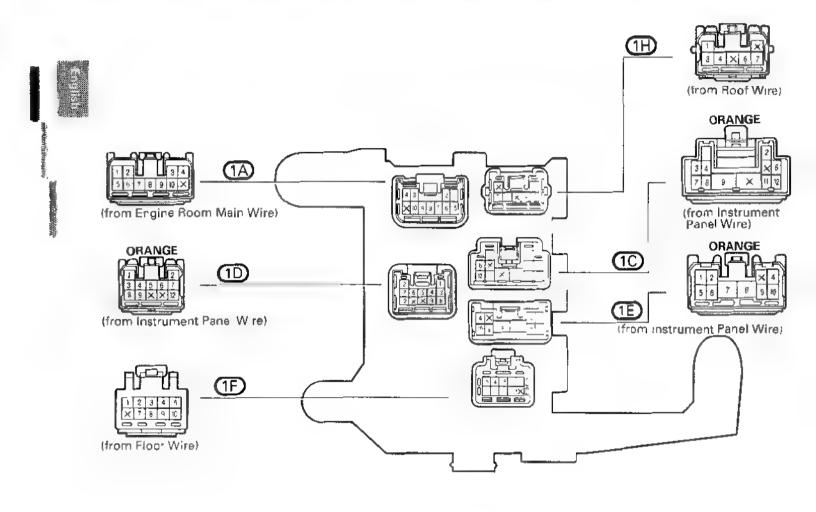


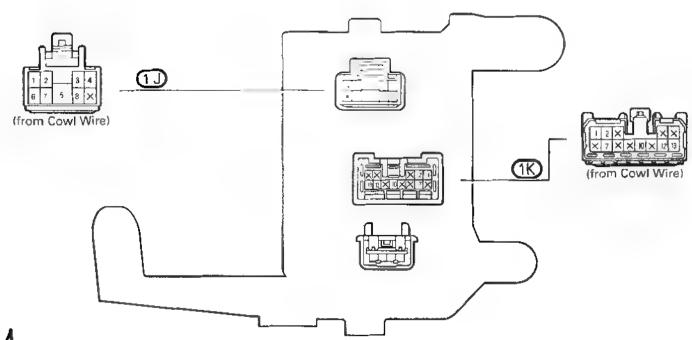
^{*2: 7.5}A PANEL (Ex. Germany) 10A TAIL RH (Germany)



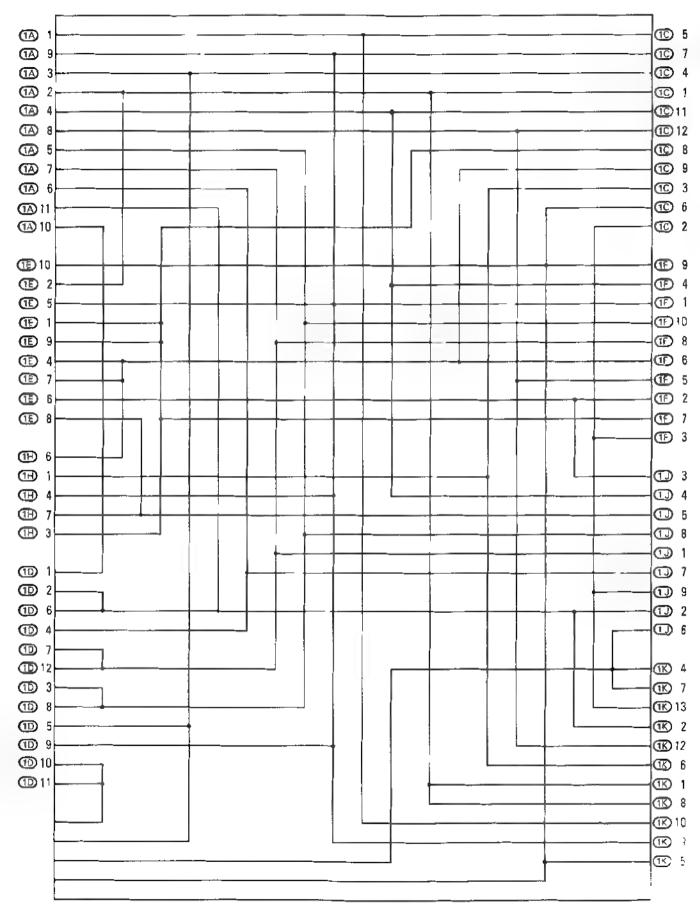
O: J/B No. 1 (LHD)

Left Kick Panel (See Page 51)





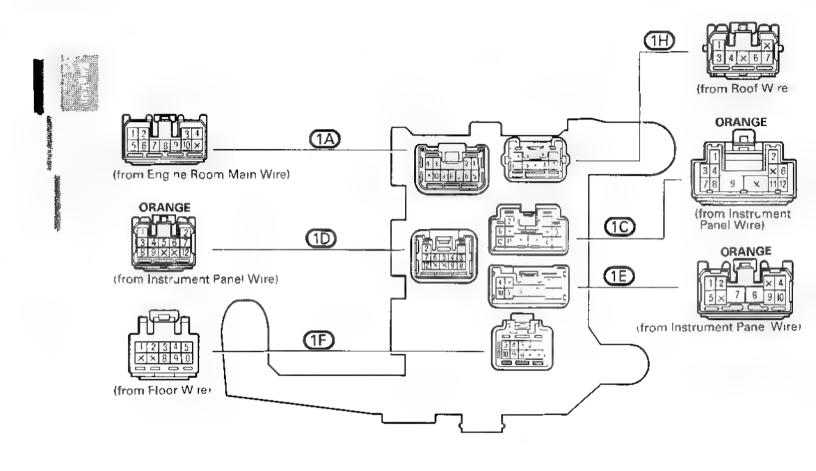
[J/B No. 1 Inner Circuit]

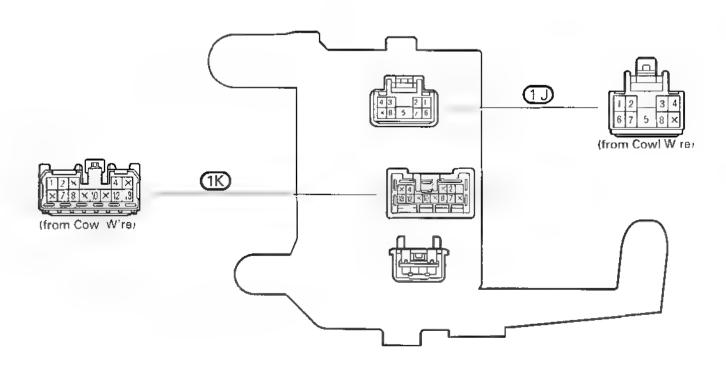




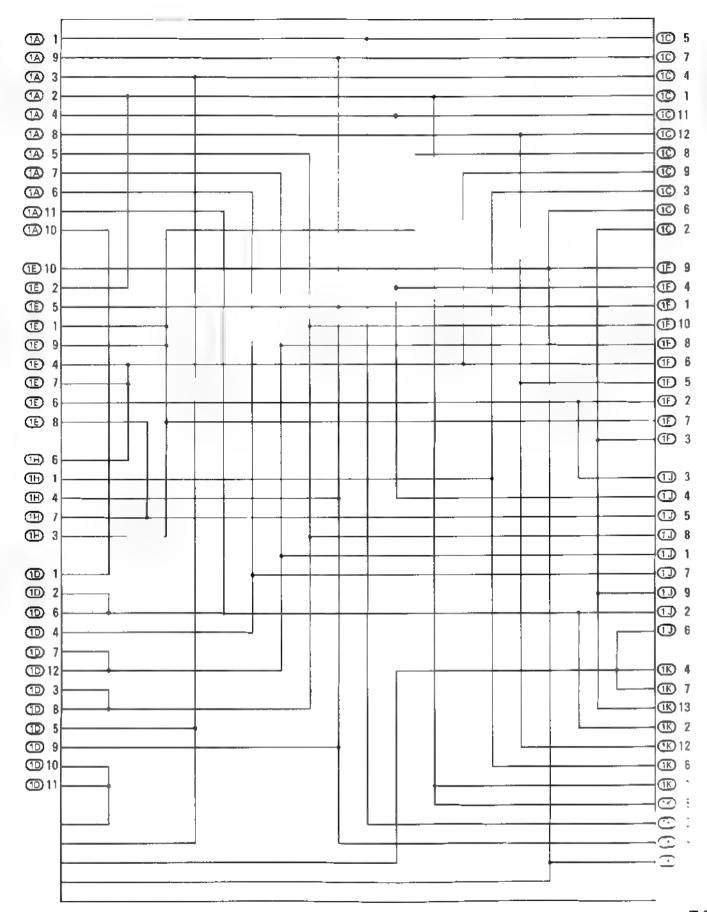
: J/B No. 1 (RHD)

Right Kick Panel (See Page 51)



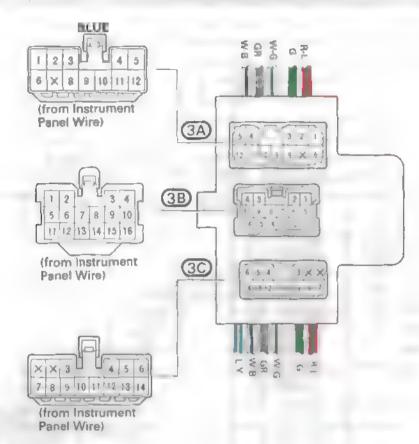


[J/B No. 1 Inner Circuit]

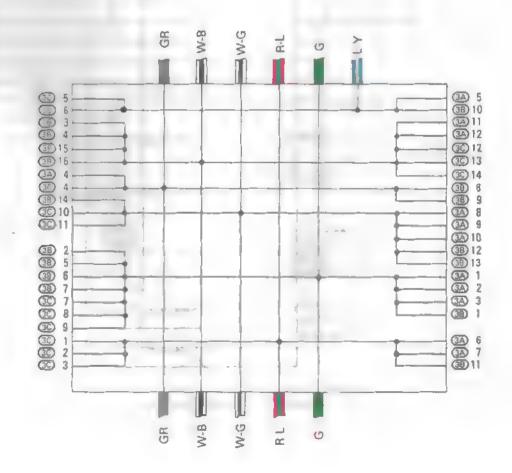




: J/B No. 3 Behind the Instrument Panel Center (See Page 51)

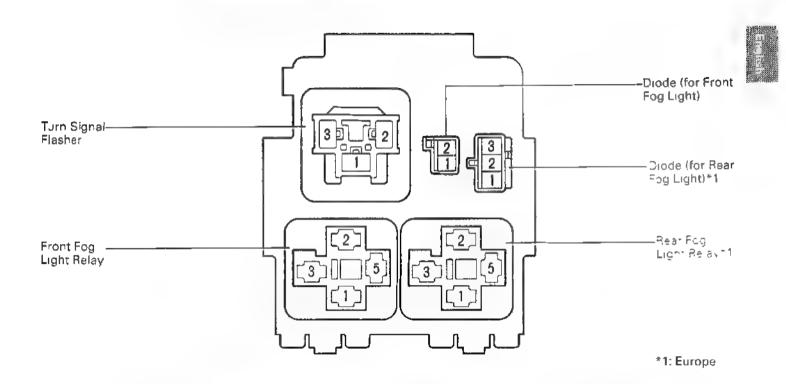


[J/B No. 3 Inner Circuit]

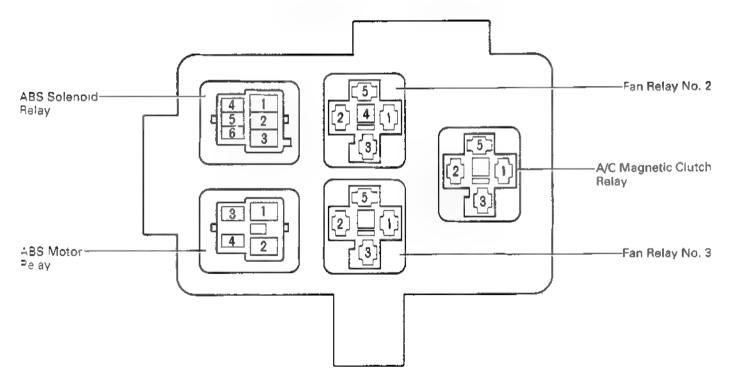


①: R/B No. 1 LHD: Left Kick Panel (See Page 51)

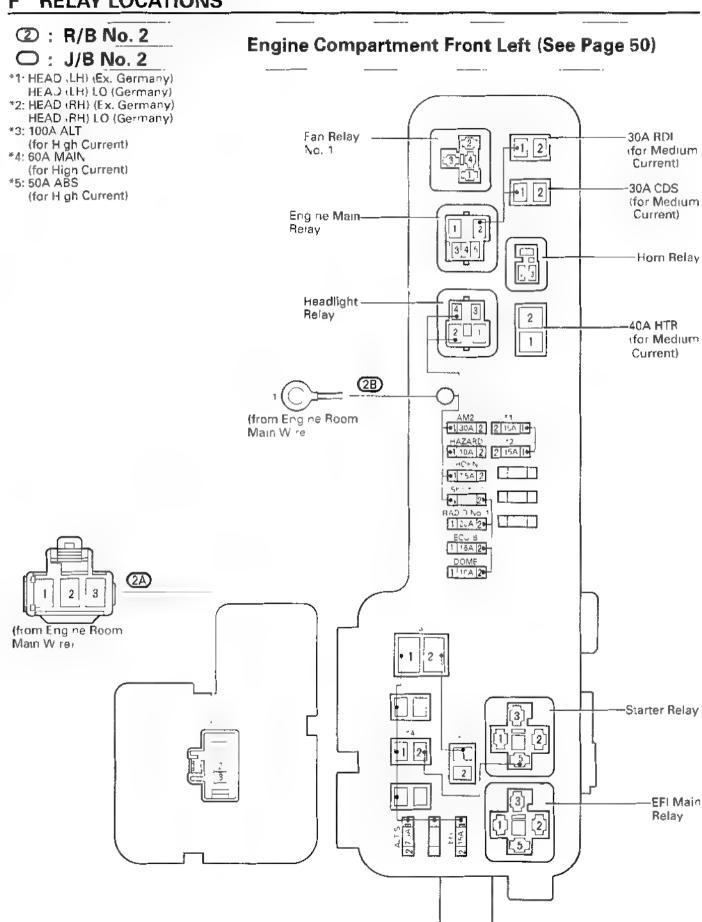
RHD: Right Kick Panel (See Page 51)



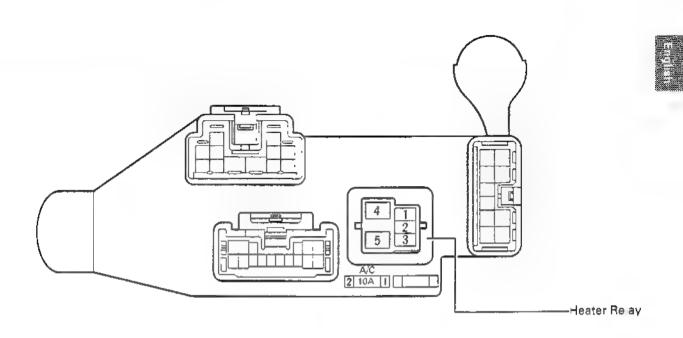
③: R/B No. 5 Engine Compartment Front Right (See Page 50)



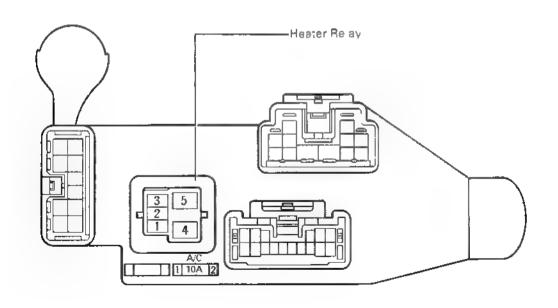
F RELAY LOCATIONS



4 : R/B No. 4 (LHD) Right Kick Panel (See Page 51)



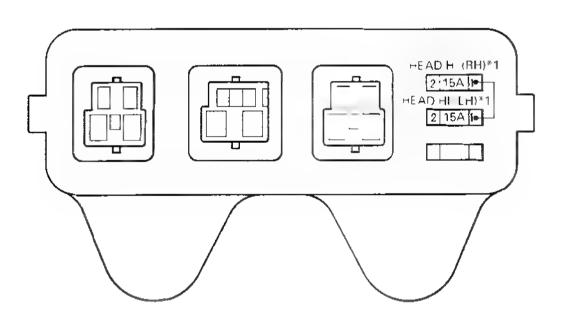
①: R/B No. 4 (RHD) Left Kick Panel (See Page 51)



(6): R/B No. 6 (LHD) Engine Compartment Front Left (See Page 50)

*1. w/ Daytime Running Light





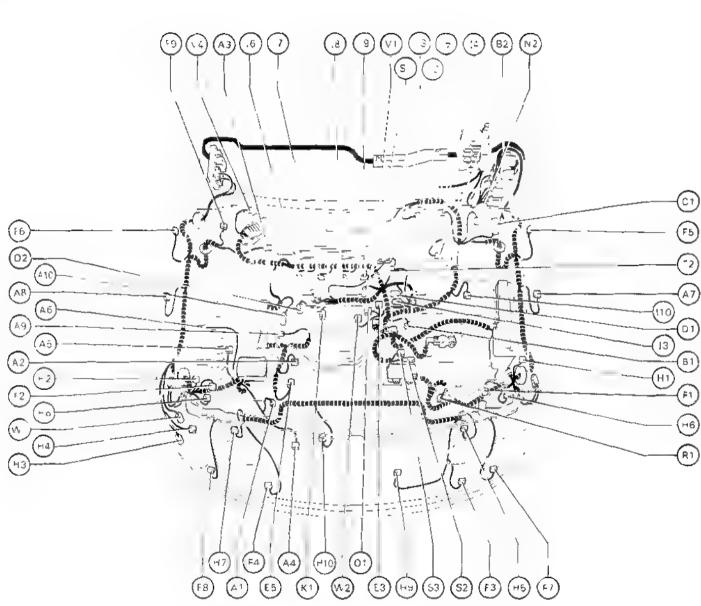


G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD: 3S-GE]





Position of Parts in Engine Compartment

Care	English		h.a
Code	English	E-4r08ls	Fyparol
A 1	A/C Condenser Fan Motor	Moteur de la stellue condenseur d'air conditions	M or we sent can be condensador del A/C
A 2 A 3	A/C Magnetic Clutch and A/C Lock Sensor A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	Emblard series regordationné Trane series responsable de committe de la serie malei et	i u ruente negret = les ocondusanador de are SW de press n tros e MC (SW de presson doble c ses, au AC eroustor del MC
A 4	A/C Water Temp SW	Contacteur de temperature à eau à air correctionne	har rup or commenque del assuc del AR
A 5 A 6	ABS Actuator ABS Actuator	Commande ABS	1 there : 4.35
A 7	ABS Speed Sensor Front LH	Commande ABS Capteur de vitesse ABS avant gauche	So, S. v. a mardial de ABS, frontal Eigenenta
A 8 A 9	ABS Speed Sensor Front RH Alternator	Capteur de vitesse ABS avant arçite Alternateur	y race and de ABS, frontal derecha
A 10	Alternator	Alternateur	a critical r
B 1 B 2	Back-Up Light SW Brake Fluid Level SW	Contacteur de feux de recul Contacteur de niveau de liquide de frein	t reservation de retroveso Le green matthe flando actività
C 1	Check Connector	Fiche de service	Corps Digitalisa Sant
D 1	Distributor	D.stributeur	Distributed
E 3	EFI Weter Temp. Sensor	Capteur de température d'eau EFI	Senso, de temperatura de agua para la invección de Combinativo ele trema a
E 5	Engine Oil Level Sensor	Capteur de niveau d'huile moteur	S.m. de 1 set del aceire de motor
F 1 F 2	Front Clearance Light LH	Feux de gabant avant gauche	La ac pesi delantero, izquienta
F 3	Front Clearance Light RH Front Fog Light LH	Feux de gabaut avant droite Feu antibrouillard avant gauche	Louis en en es gerente
F 4	Front Fog Light RH Front Side Turn Signal Light LH	Feu antibrouiliard avant droite Feu de clignotant lateral avant gauche	La c sele ex se su moral delantera e quenta
F 6	Front Side Turn Signal Light RH	Feu de clignotant lateral avant droite	La re , e ceneral delamera, derecha
F 7	Front Turn Signal Light LH Front Turn Signal Light RH	Fou de chignotant avant gauche Feu de chignotant avant droite	La a 12. e a delimera, i que da
F 9	Front Wiper Motor	Moteur de contrôle d'essure glace de pare brise avant	M chapers
н 1	Headlight Beam Level Control Actuator LH	Mecanisma de commande de niveau de	A STATE OF THE STATE OF
H 2	Headlight Beam Level Control Actuator RH	faisceau de projette ingauche Mécanisme de projette niveau de	5 12 X 14 50
H 3	Headlight Cleaner Motor	faisceau de projecte interestada de la compansa de	•
H 4 H 5	Headlight Cleaner Relay Headlight LH High	Relational Relationship Phare gauche 2 L	
H 6	Headlight LH Low	Phare gauct = Gra	- ·
H 7 H 8	Headlight RH High Headlight RH Low	Phare droite A 3 Phare droite 27:	
H 9 H 10	Horn LTH Horn RH	Avertisseur s	2
. 3	ISC Valve Igniter	Soupape de regulaint le legime relation Allumeur	10 M
, 5 6	Ignition Coil Injector No 1	Bobine d'ali . ™ ₹g÷ Injecteur N 1	Box de exemplo
7	Injector No.2	injecteur N Z	Tilector No 2
8	Injector No.3 Injector No.4	Injecteur N 3 Injecteur N 4	h, ector No. 3 Insector No. 4
10	Intake Air Temp, Sensor	Capteur de remderature dia no samission	Sei sor n'a temperatura de aire de admisson
K 1	Knock Sensor	Capteur de cograna-	Ser ser ae g. tperer
N 2	Noise Filter(for Ignition System)	Filtre anti-paraarea incur le avatema d'allumage	Est o com o el rudo spara el sistema de encendidos
0 1 0 2	Oil Pressure SW Oxygen Sensor	Contecteur de prese pri pinulle Capteur dickligeire	hue raplor de presión de aceste Ser sor de ox geni
R 1	Radiator Fan Motor	Moteur de Leint leteur de raplateur	Mo ras sentilidor del radiodor
S 1	Speed Sensor(for Combination Meter)	Capteur de li résse l'ouur B'oc d'instruments de bord	Seeser de Clocydad (para Medidir conducida)
S 2 S 3	Starter Starter	Démarreur Démarreur	Appe care
T 2	Throttle Position Sensor	Détecteur de des non de papillon	Se in r de poseción de la maripasa
V 1	VSV(for A/C Idle-Up)	Soupage de commutation à dépression (pour	181 p. Marche en vacto avelerada
V 2	VSV(for ACIS)	Raient acua en la riconditionnél Soupape de commutation à dépression (pour	VSV no ACIS,
V 3	VSV/for Fuel Pressure Up)	ACS Soupage de commutation à dépression (pour	VSV para a memo de la presion del combustible -
V 4	Vacuum Sensor	pressurisar on nell'essense! Capte in tel tabression	Some de de
√V 1	Washer Motor	Moteur de la e-grace	Man de lo ador
W 2	Water Temp. Sender	Transmetta_* de température d'eau	or siner de a temperatura dei agua

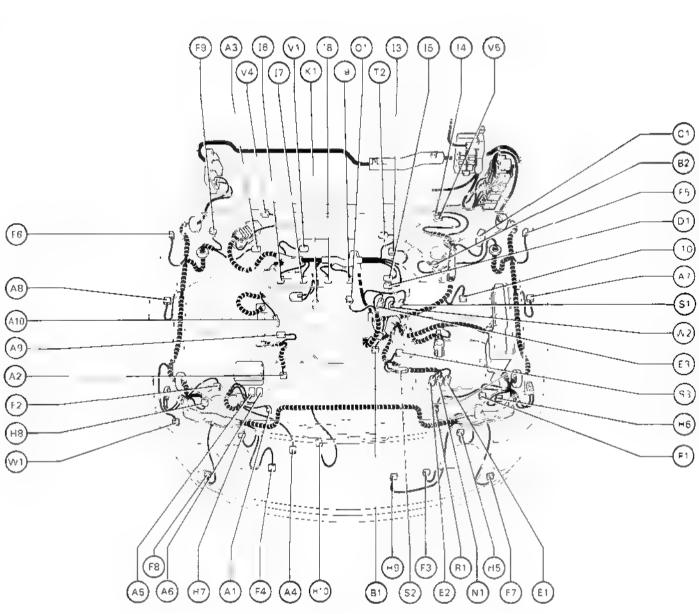


G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD: 3S-FE]



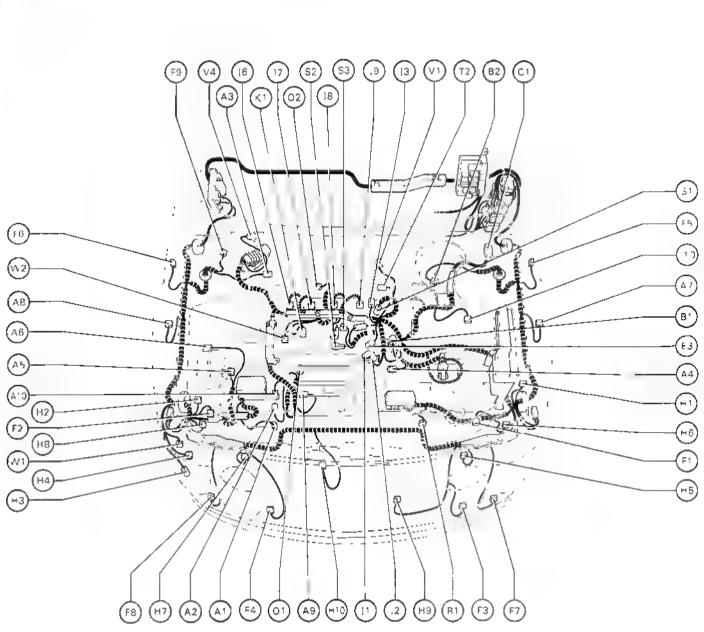


Code	English	Français	Егрийо
A 1	A/C Condenser Fan Motor	Moteur de ventilateur de condenseur	Motor det seit i der del condensador del A/C
A 2	A/C Magnetic Clutch and A/C Lock	d'air conditionné Embrayage magnétique d'air	Embrague au gre 1, o del ncondicionador de
A 3	Sensor A/C Triple Pressure SW .A/C Dual and Single Pressure SW,	conditionné Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air	aire SW de presso na sple AC (SW de presión dobl v sencilla de A/C) sero istor del A/C
A 4	A/C Water Temp SW	conditionné Contacteur de température d'eau d'air conditionne	Interruptor de temperas, sa del agua del A/C
A 5 A 6 A 7 A 8 A 9 A 10	ABS Actuator ABS Actuator ABS Speed Sensor Front LH ABS Speed Sensor Front RH Alternator Alternator	Commande ABS Commande ABS Capteur de vitesse ABS avant gauche Capteur de vitesse ABS avant droite	Actuador ABS Actuador ABS Senvor de ce a a a a ABS, trontal squierdu Sensor de el re la tae ABS frontal derecha Alternaa Alternaa r
B 1 B 2	Back Up Light SW Brake Fluid Level SW	Contacteur de feux de recui Contacteur de niveau de liquide de frein	Interruptor as coas de retroceso Interrupto de mei de fluido del treno
C 1	Check Connector	Fiche de service	Conector de co-probación
D 1	Distributor	Distributeur	Dixtribuator
E 1 E 2 E 3	ECT Salenoid ECT Salenoid EFI Water Temp. Sensor	Solenoïde ECT Solenoïde ECT Capteur de température d'eau EFI	Solenoide de ECT Solenoide ce FC l Sensor de temperatara de agua pura la invección de combustib e electrónica
F 1 F 2 F 3 F 4 F 5	Front Clearance _ ght _H Front Clearance _ ght RH Front Fog Light _H Front Fog Light RH Front Side Turn S gnal _ ght LH	Feux de gabarit avant gauche Feux de gabarit avant droite Feu antibrouillard avant gauche Feu antibrouillard avant droite Feu de clignotant lateral avant gauche	Luz de paro de antero zquierda Luz de paso coastera derecha Luz antinieh a frontal izquierdo Luz antin ebo fivital uerecha Luz de la seño de virazo aneral delamera
F 6	Front Side Turn Signal _ ght RH	Feu de clignofant lateral avant droite	Lu, de la sem com perateral delantera. derecha
F 7 F 8 F 9	Front Turn Signa Light LH Front Turn Signa Light RH Front Wiper Motor	Feu de clignotant avant gauche Feu de clignotant avant droite Moteur de contrôle d'essuie-glace de pare-brise avant	Lu, de la veve (14 e delantera, 14 querda Lu, de la seve 20 ra e delantera derecha Motor del la ipaa (e antero
H 5 H 6 H 7 H 8 H 9 H10	Headlight LH High Headlight LH Low Headlight RH High Headlight RH Low Horn LH Horn RH	Phare gauche Aigu Phare gauche Grave Phare droite Aigu Phare droite Grave Avertisseur sonore gauche Avertisseur sonore droite	Faro tzgu e au c na Faro tzgueroa bajo Faro derecha o ta Faro derecha ba o Bocino izguerda Rocina derecho
3	ISC Valve	Soupape de régulation de régime de	Valvula de ISC
4 1 5 1 6 1 7 1 8 1 9	Igniter Ignition Coil Injector No.1 Injector No.2 Injector No.3 Injector No.4 Intake Air Temp Sensor	raienti Allumeur Bobine d'allumage Injecteur N 1 Injecteur N 2 Injecteur N 4 Capteur de temperature d'air d'admission	Encendeaco Robina de encenata Invector No. 1 Invector No. 2 Invector No. 3 Invector No. 4 Sensor de la temperature de aire de admisión
K 1	Knock Sensor	Capteur de cognement	Sensor de 21 vete
N 1	Neutral Start S.A.	Contacteur de démarrage au point mort	Interruptor & wive the en punio muerto
0 1	Oil Pressure SW	Contacteur de pression d'huile	Interruptor de 5 estas de acette
R 1	Radiator Fan Motor	Moteur de ventuateur de radiateur	Motor de venti ador del raciador
S 1	Speed Sensor for Combination Meter)	Capteur de vitesse (pour Bloc	Sensor de ve ocidad para Medidor
\$ 2 \$ 3	Starter Starter	d'instruments de bord, Demarreur Demarreur	comb nado; Arrancador Arrancador
T 2	Throttle Position Sensor	Détecteur de position de papillon	Senson de por e on de la maripasa
V 1	VSV(for A/C ld e-Up	Soupape de commutation à dépression	VSV (para Marcha en vacro acelerada
V 4 V 5	Vacuum Sensor Variable Resistor	(pour Raienti accéléré d'air conditionné) Capteur de dépression Resistance variable	acondicionador, Sensor de sacio Resistor varieble
W 1 W 2	Washer Motor Water Temp. Sender	Moteur de lave glace Transmetteur de temperature d'eau	Motor del la vale. Transmisor de la temperatura del aguo



[LHD: 7A-FE]





Codo		France - 3 -	f A
Code	Eng ish	Français	Especi.
A 1	A/C Condenser Fan Motor	Moteur de vent lateur de condenseur d'air condit onne	More a company of the consider del AC
A 2	A.C Magnetic Clutch	Embrayage magnétique d'air conditionne	Embre mozneneo de MC
A 3	A/C Triple Pressure S.A. 'A/C Dual and Single Pressure S.A.		NA e presson criple MC SW de presson doc v et MC (v ver : let MC
A 4	A.C Water Temp. SW	Contacteu ce remperature d cau d'air conditionne	Ina ever de tempe e est aqua del XI
A 5 A 6 A 7 A 8 A 9 A 10	ABS Actuator ABS Actuator ABS Speed Sensor Front LH ABS Speed Sensor Front RH Alternator Alternator	Commande ABS Commande ABS Capteur de , tesse ABS avant gauche Capteur de , tesse ABS avant dro-le Alternateur Alternateur	Actaire ABS Actair ABS Sonse ar selvendad de BS frontal regneras Serve de velocidad de ABS frontal derech Alteria le Alteria le
B 1 B 2	Back-Up Light SW Brake Fluid Leve, SA	Contacteur de feux de recul Contacteur de niveau de liquide de frein	thur after de to test de et versu Inter quir de meel de toro del treve
C 1	Check Connector	Fiche de serv	Come - r de comprehac - r
E 3	EF Water Temp Sensor	Capteur de em eraturo d'ea. Efe	S cetemperatus, i.e. para la mice i de combus vonte d
F 1 F 2 F 3 F 5	Front Clearance Light LH Front Clearance Light RH Front Fog Light LH Front Fog Light RH Front Side Turn S gnal Light LH	Feux de gabar t avant droite Feu antibrou ard avant gauche Feu antibrou ard avant dro te Feu de clignotant lateral avant gauche	Lut we awardelenter correct Le engardelenter, three a Let any colabration translatio Let a reable bounds, correct Let a reable bounds, correct Let a reable de correct correction and and any Let a correct corrections.
F 6		Feu de clignotant latéral avant droite	Le conservation de l'erre e de la defentere conservation
F 7 F 8 F 9	Front Turn Signal Light LH Front Turn Signal Light RH Front Wiper Motor	Feu de clignotant avant gauche Feu de clignotant avant droite Moteur de contrôle d'essuie q ace de pare-brise avant	Let explande are extentiquina. La expend de vive expera dere Mor exchinquador to serve
H 1 H 2 H 3 H 4 H 5	Head ight Beam Leve Control Actuator Headlight Beam Leve Control Actuator RH Headlight Cleaner Motor Headlight Cleaner Re ay Headlight LH High	Mécanisme de commande de niveau de faisceau de projecteur droite Moteur de lave-phares Relais de lave-phares	La guerda La car de comrol de n'et del formaet fam derecho Menr de swader de los faren Rec, a hivador de los fares
H 6 H 7 H 8 H 9 H10	Head ight EH Low Head ight RH High Head ight RH Low Horn EH Horn RH	Phare gauche A.gu Phare gauche Grave Phare droite Aigu Phare droite Grave Avertisseur sonore gauche Avertisseur sonore droite	E vo rzgaczdo alta Es e rzgaczda baja Euro dove ha alta Euro Aerecna bajo Bi no zo nevela Bi o se echa
1 2 3	I A I A ISC √a ve	Allurnage electonique integre Allumage e ectonique integre Soupapo de regulation de reg. ne de ralenti	(+ te escendia + r 10 ((+) Le encendido - aao Va = de ISC
6 7 8 9 10	njector No.1 njector No.2 njector No.3 njector No.4 ntake Air Temp. Sensor	Injecteur N 1 Injecteur N 2 Injecteur N 3 Injecteur N 3 Injecteur N 4 Capteur de température d'air d'admission	noverto Na l' Pore ter Na 2 forecter Na 3 Invector Na 4 Secon de la temperata cer arre de aduas
K 1	Knock Sensar	Capteur de cognement	Se S - le golpereo
0 1 0 2	Oi Pressure SW Oxygen Sensor	Contacteur de pression d'huile Capteur d'oxygène	Interruptor de presion et corre Se y activitação
R 1	Rad ator Fan Motor	Moteur de vent lateur de radiateur	Mrs exemplador et more
S 1	Speed Sensor(for Combination Meter	Capteur de , tesse (pour B.oc	Se s develoridad (pro de a c
S 2 S 3	Starfer Størter	d'instruments de bordi Démarreur Démarreur	1 27 (10) 1 7 (10) 4 7 (4)
T 2	Throttle Position Sensor	Detecteur de position de papon	Yease) de posicion de a - 2005 (
V 1	VSV-for A/C Idle-Up	Soupape de commutation à dépression	USV gro Marcha et a se
V 4	Vacuum Sensor	(pour Raient, acceleré d'air conditionne) Capteur de depression	
W 1 W 2	Washer Motor Nater Temp Sender	Moteur de lave-glace Transmetteur de temperature d cau	$\frac{Mer}{T_{\infty}} = \frac{a^{-1}t \text{ sucr}}{h(a^{-1}t)} = \frac{1}{2} = \frac{a^{-1}t}{a^{-1}t}$



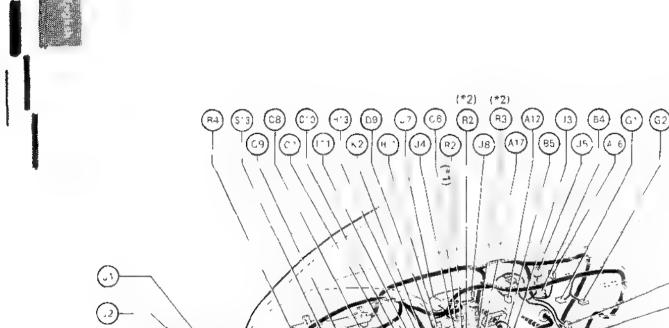
Position of Parts in Instrument Panel

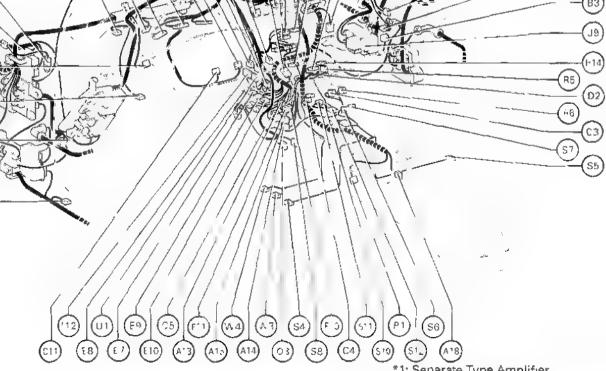
[LHD]

03

(D4)

(D8)





*1° Separate Type Amplifier *2: Ex Separate Type Amplifier

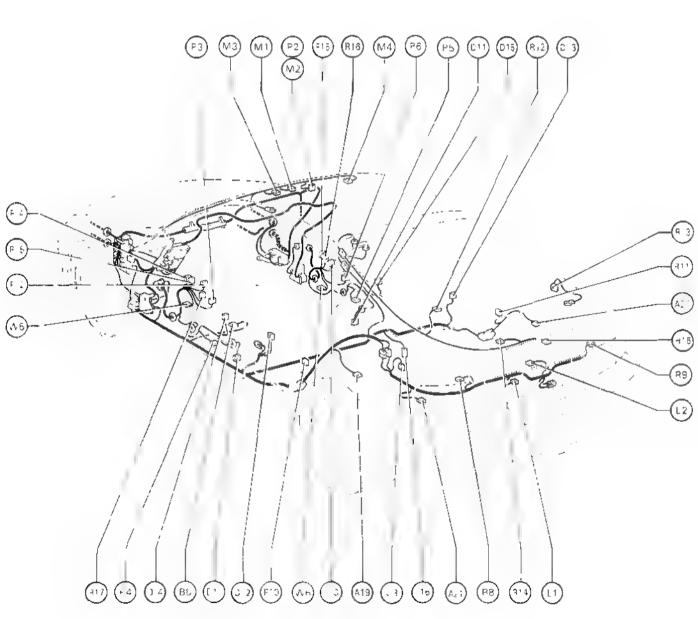
Position of Parts in Instrument Panel

	Sc	äe	Fng s	* a tons	$f_{\gamma\mu\alpha\alpha}$
	Α	⁻¹	A/C Ampliter	Amp * lateur 3 s ronne	
	А	12	A.C. Therm stor	Therm stance dia tronce	There is the state of the state
	A A		ABS Deceleration Sensor ABS EC	Capreur de dece e 4 - 4AS , reincidente a pala, conique ABS	of the desire of the ABS detailed by a name of the B.
	А	15	ABS FCU	Unite be come anne contonique ABS	End de a moment man de alle
	Ą		ABS FC. Air Irist Control Serve Motor	Motour control e alasser, ssement d'antres d'an-	of the state agong time is known that the receiver the president state in the
	Α	17	Air Vent Mode Control Serve Molor	Mintour d'asse : see l'ani le contro e du lique de ventueron d'air.	I have been more smarth or made popular on a new second
	Α	18	Ashtroy ummation	Ec a rage de ce er	tot the reserve
	3	3	Blower Mcter	Wife, ride st "	t , divyv "
i	B	4	Blowe Resign	Resistance de 5: + +	h Mar de e
	В	5	Blower 5√	Resistance de silininia de la Contacteur de	e resplace de 19
	Ç	3	¹ Cigare te ∟ ≱hler	A me-cigere	release to the
	C	4	Cigare te ighter Illuminat u	E. a rage dass 1 years	AND THE RESERVE A RESTORAGE TO THE PARTY OF
	č	5 6 7	Circuit Opening Relay Crock	Relation of the result Must the	Relative the subservation of the second seco
	000000	7	Combination Mater	8 oc dinstruments de burd	Mediahar da 224 bara son
	Č	9	Combination Meter	Bloc di natrumenta ne bord Bloc dinatrumenta de bord	Medialest de come es come. Medialest de com es
	č	10	Combination SW	Cummande como con	have required one as alle
	Ċ	11	Comu nacon SW	Commande comuli es	$Intervantor \le e^{it} = e^{it}$
	D	2	Daytorie Bunning Light Helay	se als flectorage is indulted e your	he education in a district
	Б	3	Diode for Daytime Running I griti Diode for Joor Courtes, I wer's Sider	Lode boor della age de conduite qui nur!	Frada cana 2 - Franchis
	D	4	Diode for Joor Couries, 7 vers Side	L'ode pour citace : l'ducteur par cuverture de pciréere	es allo preser e e sindre su ce e de puer
	Þ	8	Diode for a ggage Compartment Light.	Diade (pour Eulariage) - coffre à bayagesi	I also per a monaritante e e nongaçõe
	D	9	Door Lock Control Relay	Releis de nommande de verrouillage de portières	R the roll of the holography
	E	7	Engine ECU(M/T)	un to de comme l'ou e actronique de contrôle inoteur.	a manage of the processing the same. To proceed seem
	_	0	Same Ed. National Section A.T.	(Balte de villesses man allm)	R was both at
ì	E	8	Engine ECU M/Ti.Enging and ECT ECU.A/T	Un'in de commande a eutropique de contrôle mote vi- lgu te de viresses man intel Unite EGU du moteur et	a standard contrava, so a surrous dile un tra Transco, sun ancomparable in EC, EC, ES, il no more contemporar
				FC = Buite de vi Pose8 Automatique	
		9	Fingilite ECU M₁T; Engine and ECT FCU A™	Bolle de comma de carabique de contrâte mate. Bolle de vitesse de eller, Unito E.C., du mateur et	contact to the term of the terminal contact Month of the Control of the terminal ter
				EC Boile de . ** > cs > Homabique	
	t	10	Engine EC UMITI, Engine a FCT ECUIA	ente le comman ele ectronique de cultirise motr	And de as a some des a manager
				Birte de vitesars i erlas, Unité ECU de mateur el ECU Borre de l'essas à nomatique	con Mr. — t. FCl. Dr. attenue
	F		First diameter Chart Community		
		10	Fuel Contral Short Connector Fuel Contral Short Connector	 Connecteur court de commande de carba ann Connecteur court de commande de carburant 	to reconsider a matter de a carbon : Como ou recorne como de a cambiostelo
	G	2	Giave Box ught Glave Box ught SW	Fola rage de coite a galits Contente de cola rage de boite 4 mente	a replicated by the control to the terms
				Contacteur d'écia rage de boîte à gants	terminent Proficience var.
	н		Hazaro S.A.	e rupteur de fe ix de detresse	etroplet n = 0. 6
	-	' 2	Head y Beam Level Comrol SW	Cirtacteur de coi in el de niveau de la sceau de prijecieur	compart to the reserved to the
	4		Head git Cleaner SW	Contacteur de la le a es	a regited of de was test
İ	н	14	Heater Control SW	Contacteur de commande de chauffage	" rapior of a decouler
			Ignition Key Cylinder Light SVs	Contactour agradage de barrillet de ció do contact	I promove a to var ide way do not entitle
ĺ		12	Ignison SA	Contacteur d'aitumage	to Politic in some one of the
	_	1	Bunction Connector (for Earth)	Connecteur de jonct or apour terra	Plan I de 195 not 45 the Fort
	÷	2	Junet or Connector Junet on Connector	Connecteur de jones on	Carara
	í	4	Junat on Connector	Connecteur de jonchon Connecteur de jonch	some territoria
	4	9	Junction Connector	Con lecteur de jornt	sie let le si
	-	6	June, or Connector Junet on Connector	Connecteur de janet : c	no total de a
		8	Junction Connector	Connecteur de la ro	morning de
	•	9	Junction Connector for Earth:	Contrecteur de jonation, pour terre	Contract of the Contract
	к	2	Key Inter Lock Salenoid	Sorenoide de verro . Agri Interieur de Ulé	S Stemphile de gen is interfere de tre la co
1	0	3	O:D Mar SW		
ļ	U	3	D:0 War 540	Contacteur principal de vitasse surn cliphée	Correspondence of the season o
i	P	1	Parking Brake SW	Contacteur de frein de starionnement	- company on other processing the
	R	2	Radio a Player	A to adio et iecto /	P 18 18 28 18 18 18 18
	R	3	Radic and Player	Aut viatio et lecie.	h altere a vete
	B	4	Rearfyught SW Rear Arnuw Defogge SW	te ruptour de feux any broudlaro arriere	termina to the states
	R	6	Remore Control Mirror Size was Power And Call	Chi acteur de desembluage de lunet e arrière Contacteur de murgir a telécorrimande sons vitre a	state deserving the second sec
	А	7		commande electronie	William Bure of the contract of
	П	,	Rhecatet	Rhéostat	R. mater
	S	4	Seat Heater (Driver's Side	Chauffage de sieues, côte de conductour	t were presently when I was a second
	200	5	Seat Heater (Passenger's Side) Seat Heater SW (Driver's Side)	Chauffage de siegos, côto de passager Contacteur de chauffage de siege, côto de	was of the first of the state o
		_		.ord.cteuri	and the state of t
	Ş	8	Seat Hoster SW (Passer Je is Side) Shift Louik ECU	C tallent de chaliffage de siège ir ôte de passagni	A spatisfic term of as an area are
				te de commande e ectrunique vel lo ullage de le le le le	sphin de Control of the Control of the Control
		10	Starec Power Amplifie Starec Power Amplifie	Am; ficateur de puissance stéreo	4 sphila achie i i i i i i i i i
	~	2	Stereo Power Ampili e Stereo Power Ampili c	A. v. hualeur de huissance stereo Ampi i catour de puissance stereo	molificade v 25
	Š '	3	Ston _ ght SW	Cor acteur feux de stop	· Sufference to
	L	1	Unlock Warning SW	Cont de voyant de non verrouillage	488-400-0-0-
	٨	3	Woofer Speaker Ampiliter Woofer Speaker Ampiliter	Amp, hosteur de hait parleur woofe Amp, ficateur de haut parleur woofer	appeared to a second
	* "	-7	1100 o Muster amb . o.	amp water or near perieur wording	plif and

Position of Parts in Body

[LHD]





Position of Parts in Body

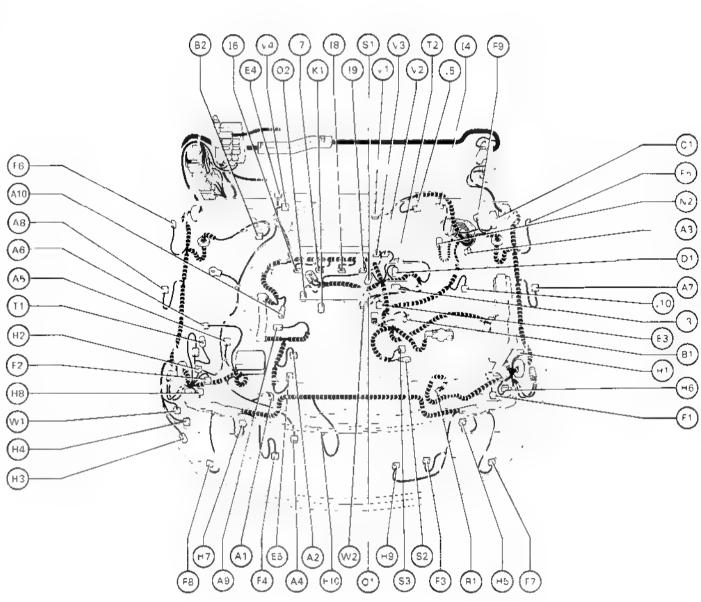
Code	English	Frence s	Equal (
A 19	ABS Speed Sensor Rear LH	Capteur de Cosse ABS arrière gauche	Senser Levelocalad de ABS ve serre quierda
A 20 A 21	ABS Speed Sensor Rear RH Auto Antenna Control Relay and Motor	Capteur de Masse ABS arrière droite Relais et mont de nommande	Re e moun de control de l'oronderes las
		d'antonno succimistible	atemat a
B 6	Buckle SW LH	Interrupto es de ceinture gauche	ton reaptor de la hebilla (24) venat
D 10	Door Courtesy Light (Driver's Side	Eclairage : "e de portière	est a corresio de la pue 9
D11	Door Courtesy Light (Passenger's Silter	Eclairage : "e de portiere	I contesta or la puerte, silve i pasajero)
D 12	Door Courtesy SW (Driver's Side	loôte de programme gour ouverture loôte de company de c	$M = de$, $errountas_{\mathcal{C}}(later) = l(et)_{\mathcal{C}}(l$
D 13	Door Courtesy SW (Passenger's Side	Contacte : ; our ouverture	A + di cerronillase later - 20
D 14	Door Lock Motor, Door Key Lock and Unlock S.A. (Driver's Side)	Moteur = de portière cle de portie : de	M ne seguro de pui to cor de sono de s
D		non verra. ne conducteur!	et 1
D 15	Door Lock Motor, Door Key Lock and Unlock SW (Passenger's Side)	Moteur va de portiere clé de portie ra raur de non-verr : l'a ce passager)	Motor e segure de pue to to mo de la segure de la local de la loca
F 12	Front Speaker LH	Haumps eine eingeliche	Valer Limeres System !
F 13 F 14	Front Speaker RH Front Tweeter Speaker LH	Haut Carleut e en tiporo Tweete lavatt taut pareur gaucho	A to, it delanners derech Ved et de agados frontal (5), ie d
F 15	Front Tweeter Speaker RH	Tweeten #.311 net our droite Pompe en in en ord in de niveau de	A. a. o; de agados frontal - c. e. e.
F 16	Fuel Pump and Sender	Pompe et till en attal i de niveau de carburant	Bomba de combustible y trevsi eser de nivel- ce (e) Bastible
H15	. High Mount Stop Light	Februario e montura a evee	Luz ac parada con instalació, col
- 1 - 2	License Plate Light Luggage Compartment Light SW	Eclarer matriculation Conta coffre a	1 - av la placa de matris (1 - a - or de la la ad de consar) ento de
		bageç 's	1 1 1 E E
L 3	Luggage Compartment Light	Ecia (a) jages	I el comparamento de carror s
M 1	Moon Root Control Relay	Relais >	Re e- fe comrol del techo a
M 2	Moon Roof Control SW and Persona Light (w. Moon Roof)	Internich de de toit owner harage	cersonal team technolies
M 3	Moon Roof L mit SW	ndicition sattle se du tait	I resemptor limitado de toco coste ante
M 4	Moon Roof Motor	Moreum en in en man sparent	Actes del techo destizanti
P 2 P 3	Personal Light (W/o Moon Roof) Power Window Master SW	Scares stoit ouvrant) Chire re	Let personal ism we hades to be limit aptor pronypal de la 15%, ac
P 4	Power Window Motor (Driver's Side)	Comprehe e emple. More la nelectrique	de emalen Marie ontanilla distancia, ter
		roore 1- Con T	. ida.tor)
P 5	Power Window Motor (Passenger's Side.	Morauni, na aicum mande electrique icore de nassaga	Me a ventanilla automua, a averal pasajere
P 6	Power Window SW (Passenger's Side)	Contains the tree commande electron to the allowed	Interview rental Proton Connect Pril
R 8	Rear Combination Light LH	Dispositif dies einege ernere combine	I mismadus tra e a
R 9	Rear Comb nation Light RH	gauche Dispositif a 1. 2 * 2** et * combiné droite	l nhanadas trasere e i
R 10	Rear Speaker LH	Haut paneur	a to trasero i quiera
R 11 R 12	Rear Speaker 8H Rear Window Defogger (+)	Haut paneur Posembuag Posembuag Posembuag	A rasero detecho Des romador de ta ve , era ()
R 13	Rear Window Defogger ()	Désembuage :re (+) Désembuage :re ()	$D = n \cdot n d d n \cdot s \in la \cdot s = -a + c + c + c + c + c + c + c + c + c + $
R 14 R 15	Rear Wiper Motor and Relay Remote Control Mirror LH	Moteur et rela la pace arriere Miroir à telecomma la pausae	s - rele del limpa (s. Esperio retrovisor con vant (la con)
R16	· Remote Control Mirror RH	Miroir à télecomman	Janeson Lago romanscriones (v.) 634 Serecto
	Remote Control Mirror SW (w. Power Window)	Contacteur de miro liste e commande (Avec Vitre a commande e commande e commande)	lu e recorde espeja retre se ca miron e 2010 in Ventualla coi onte decerco)
W 5	Woofer Speaker LH	Haut-parleur woofer gal	1. c.oz ve gover rymerdo



Position of Parts in Engine Compartment

[RHD: 3S-GE]





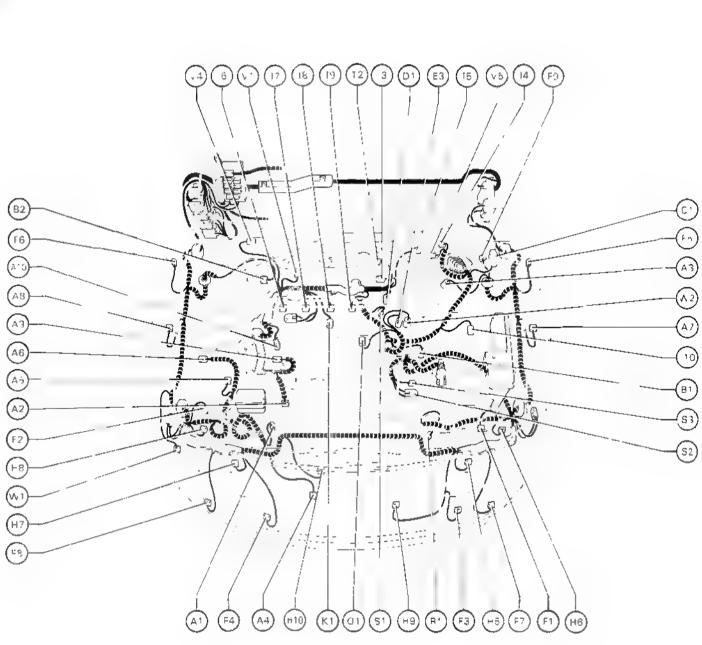
-			
Code	t nglish	Français	lespective!
Д 1	ArC Condenser Fan Motor	Mote, i de vent lateur de con le iseur d'a r condit o îne	Motor ac rendudor de condensas cos VC
A 2 A 3	A.C Magnetic C urch and A.C Lock Senso A.C Triple Pressure SW (A/C Dual and Single Pressure SW!	Embrayage magnétique d'air conditionne Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et	Embrey a magnetice to neonda au . I de aire SW de presión triple AC SW de preson dable s serce de AC externistr del AC
A 4	A.C Water Tomp, SW	therm stance d'air conditionné Contacteur de température d'esu d'eir conditionné	towers provide conners are detagned . AlC
A 5	ABS Actuator	Commande ABS	Actour PABS
A 6 A 7	ABS Actuator ABS Speed Sensor Front L∺	Com nande ABS Capteur de vitesse ABS avant gauche	Sense Actioned at AES fronto que nla
A 8	ABS Speed Sensor Front RH	Cap e.r de vitesse ABS avant grotte	Sense a clouded of Strong to na
A 9 A 10	Alternator Alte nator	Alternateur Alternateur	Alterr or r
Α .υ	Arie rigitor	Alter accur	Alier
B 1 B 2	Back Up Light SW Brake Fluid Leve SW	Contacteur de feux de recul Contacteur de niveau de liquide de frein	Intervi voi de la la, de retroceso Intervij or de miel de flado del fres
C 1	Check Connector	Flone de service	Conecti v de compraheceen
D 1	D str butor	Distributeur	District a constant
E 3	EF Aater Temp Sensor	Capte in de temperature d'eau EFI	уензан ас етрепат - адаа рато - отессиот ге
E 4	Engine Hood Courtesy SW	laterrupteur d'ec sirage de compartiment	comi - e electro: Unervienter de la correste del capa de mose;
E 5	Engine Oil Lave Sensor	moteur Capteur de niveau d'huile moteur	Sensor do, nivel det e a code motor
F 1	Front Clearance Light LH	Feux de gabant avant gauche	Lu; de pars delantere, spacerda,
F 2	Front Clearance Light RH	Faux de gabarit avant gauche Faux de gabarit avant droite	Lu- de peso delantera serecha
F 4	Front Fog Light .H	Feu ant brouillaid avant gauche	Ligger and the transfer of the second
F 5	Floort Fog Light RH Front Side Turn Signal Light 대	Feu ant brouilla o avant dro te Feu de clignotant, ateral avant gauche	Lugue nal de rese verdi de la quiene
F 6	Front Side Turn Signal Light R∺	Feu de clignotant, ateral avant droite	Luca condide con veral de condicerent
F 7	Front Turn Signa Cight LH Front Turn Signa Light RH	Feu de clignotant avant gauche Feu de clignotant avant dro te	Las de a cenal de vir se delimero as centa. Las de la señal de virigo delamero, a como
F 9	Front Wiper Motor	Moteur de contrôle d'essule-glace de pare-brise avant	Meter de Immuder aclamero
H 1	Head ght Beam Level Contro Actuator LH	Mécan sme de commande de niveau de	Servador de compot la mirel del face del faro
H 2	Head, ght Beam Level Control Actuator RH	faisceau de projecteur gauche Mecan sme de commande de n veau de	Sequently secondary to travel del to a frame
н з	Flead ight Cleaner Motor	faisceau de projecteur droite Moteur de lave phares	derec o Motor e larcagor de Juros
H 4	Headlight Cleaner Relay	Re a s de lave-phares	Relê ac evador de l ros
н 5 н 6	Headight LH ++ gh	Phare gauche A.g.	Fare a realisable
F 7	Head ight RH High	Phare gauche Grave Phare droite Aig.,	Fano 1596 wida haja Feno 40 wino siba
H B H 9	Head ight RH Low Horn LH	Phare droite Grave	Fare derec in baga
H 10	Horn BH	Avert-sseur sonore gauche Avert-sseur sonore droite	Boem -querda Boema aerecha
3	ISC Valve	Soupape de règulation de regime de ralemi	Fall Come BC
4 5	lyn fer lan tion Call	Aliume if Bob ne d'allumage	Encende : Bobins as encendro
6	rector No 1	Injecteur N° 1	hivect \01 bixe \2
7	njector No 2	In acteur N 2 Injecteur N 3	Investor N 3
1 9	njector No 4	Injecteur N 4	Invector No 4
1 10	ntake Air Temp Sensor	Capteur de température d'air d'admission	Scorer as ra tempora ara de eure de variasión
K 1	Knock Sensor	Capteur de cognement	Sensur ac guiperen
N 2	No se Filter(for ignition System)	Fittre anti-parasites (pour le système d'a umage)	Estro - ema el rundo en ra el sisteme de encendid
0 1	O Pressure SA Oxygen Sensor	Cortacteur de plession d'huire : Capteur d'oxygène	Interval r de presie - tr sente Sens - mageno
R 1	Rad ator Fan Motor	Moteur de ventilateur de radiateur	Moto di sentilado ce valiada
S 1	Speed Sensor for Combinet on Meter)	Capteur de vitesse (pour Bloc d'instruments de bordi	Sensor as resolded pero Medido, combinado.
9 2	Starter	Démarreur	Weater th
S 3	Starter	Démarreur	Arra 17
T 1 T 2	Theft Deterrent Horn Throttle Pasit on Sensor	Avertisseur de dissuasion contre le vol Detecteur de position de papi i on	Восна за впротопо Sense, за ромент им в тистрина
V 1	VSV for A/C id e-Up)	Soupape de commutation à dépression (pour	VSV spara Marcha et oven mederna
V 2	VSV for ACIS:	Ra ent accelere d'a, r'conditionne) Soupape de commutation à dépression (pour ACIS.	activité (conditr) VSV (pero ACIS)
v 3	VSv-for Fuel Pressure Up	Soupape de commutation à dépression (pour pressurisation de l'essense	VSV con a diamente e si presion de la con-
v 4	vac .um Sensor	Capteur de depress on	Sense e ricio
√ 1 √ 2	Washer Motor Water Tamp, Sender	Moteur de lave glace Transmetleur de temperature dieau	Moto activation Trans to or de la teo por one.



Position of Parts in Engine Compartment

[RHD: 3S-FE]





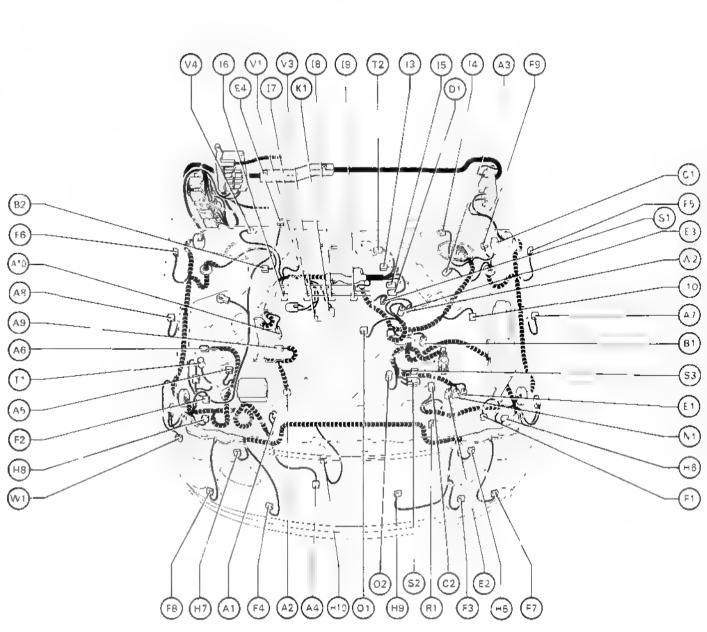
Code	English	Français	Espai
A 1	A/C Condenser Fan Motor	Moteur de ventuateur de condenseur	Metor del sena ador del condensad ir del A/C
A 2	A/C Magnetic Clutch and A.C Lock	d'air conditionné Embrayage magnétique d'air	Embraque magnético del acondicionador de
A 3	Sensor A/C Trip e Pressure SW (A/C Dual and Single Pressure SW)	conditionné Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple et thermistance d'air	a re SW de presión triple A/C SW de presión dobic y cicidia del A/C) y termistor del A/C
A 4	A/C Water Temp_SW	conditionné Contacteur de température d'eau d'air	Interruptor de temperatura del aguo ael A/C
A 5 A 6 A 7 A 8 A 9 A 10	ABS Actuator ABS Actuator ABS Speed Sensor Front LH ABS Speed Sensor Front RH Alternato Alternator	conditionné Commande ABS Commande ABS Capteur de vitesse ABS avant gauche Capteur de vitesse ABS avant droite Alternateur Alternateur	Actuador ABS Acrundor ABS Sensor de velocidad de ABS, frontal izquierda Se sor de velocidad de ABS, frontal izquierda A ternador A cruador
B 1 B 2	Back-Up Light SW Brake Fluid Level SW	Contacteur de feux de recul Contacteur de niveau de liquide de frein	Interruptor de la luz de retroceso Interruptor de nivel de flu do del freno
C 1	Check Connector	Fiche de service	Ce nector de comprohación
D 1	Distributor	Distributeur	D Arribuda
E 3	EFI Water Temp. Sensor	, Capteur de temperature d'eau EFI	Sensor de temperatura de agua para la 1 y ección de combustible electrina a
F 1 F 2 F 3 F 4 F 5	Front Clearance Light LH Front Clearance Light RH Front Flog Light LH Front Flog Light RH Front Side Turn Signal Light LH	Feux de gabarit avant gauche Feux de gabart avant droite Feu antibroumard avant gauche Feu antibroumlard avant droite Feu de clignotant latéral avant gauche	Luz de paso delantera, requerda Luz de paso ocuantera derecha Luz antoneh a frontal 3 querda Luz antoneha, frontal acrecha Luz de la señal de viravo tateral delantera,
F 6	Front Side Turn Signal Light RH	Feu de clignotant latéral avant droite	ramerda Lug de la xeñal de viraje areral de o aera,
F 7 F 8 F 9	Front Turn Signa Light LH Front Turn Signal Light RH Front Wiper Motor	Feu de clignotant avant gauche Feu de clignotant avant droite Moteur de contrôle d'essuie-glace de pare brise avant	derecha Luz de la señor de viraje aelantera 12quierda Luz de la señot de viraje delantera, cerecha Motor del lu-nador derantero
H 5 H 6 H 7 H 8 H 9 H10	Headlight LH High Headlight LH Low Headlight RH High Headl ght RH Low Horn LH Horn RH	Phare gauche Aigu Phare gauche Grave Phare droite Aigu Phare droite Grave Avertisseur sonore gauche Avertisseur sonore droite	l'ero izquierda alta Earo izquierdo baja Faro derecha alta I aro derecha baja Bocina i quierda Bicina derecha
1 3	ISC Va ve	Soupape de regulation de régime de	Válvula de ISC
4 1 5 1 6 1 7 1 8 1 9	Igniter Ignition Coil Injector No 1 Injector No.2 Injector No.3 Injector No.4 Intake A'r Temp Sensor	raienti Aliumeur Bobine d'allumage Injecteur N° 1 Injecteur N° 2 Injecteur N° 4 Capteur de température d'air d'admission	Encendedor Bobina de encendido In ector No 2 In vector No 2 I ector No 2 In ector No 4 Sensor de la temperatura de aire de admissión
K 1	Knock Sensor	Capteur de cogrement	Sensor de gospeteo
0 1	Oil Pressure SW	Contacteur de pression d'huile	lmerrupioi de presión de aceite
R 1	Radiator Fan Motor	Moteur de ventilateur de radiateur	Motor de ve tilador de radiador
S 1	Speed Sensor(for Combination Meter)	Capteur de vitesse (pour Bioc	Sensor de ve ocidad (pera Medidor
S 2 S 3	Starter Starter	d'Ínstruments de bördi Démarreur Démarreur	combinado: Arrancador Arrancados
T 2	Throttle Position Sensor	Détecteur de position de papillon	rensor de posterón de o maripaso
V 1	VSV(for A/C Idle-up)	Soupape de commutation à dépression	VSV (para Marcha en acro ace).
V 4 V 5	Vacuum Sensor Variab e Resistor	(pour Raienti accélére d'air conditionné) l Capteur de dépression Resistance variable	acondicionador) Sensor de vacio Rexvaor sanable
W 1 W 2	Washer Motor Water Temp. Sender	Moteur de lave glace Transmetteur de temperature d'éau	M nor del Codor Transmisor de la territo de la com-



Position of Parts in Engine Compartment

[RHD: 5S-FE]





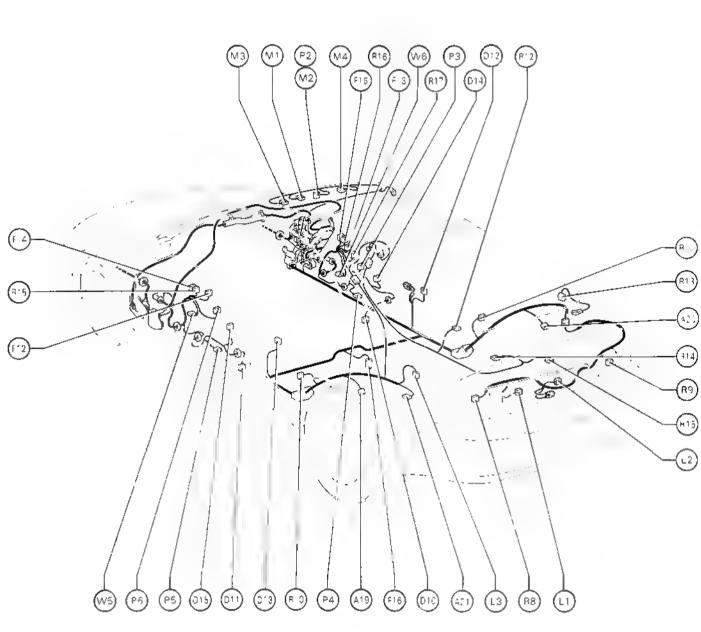
Code	English	Français	L p. no.
A 1	A/C Condenser Fan Motor	Moteur de vent-ateur de condenseur d'air	Me et le se sador e condensador de At
A 2 A 3	A/C Magnetic Clutch and A/C Lock Sensor A/C Triple Pressure SW A/C Dual and Single Pressure SW)	conditionne Embrayage magnetique d'ail conditionné Triple pressostat d'air conditionne (pressostat i d'air conditionné double et simple) et	Finter 4 to 18 18 18 18 18 an annih norman de art. SW 16 20 to 18 AC SW de presson doise sem 4 to 18 VC, to 18 star stel AC
A 4	A/C Water Temp SW	thermistance d'air conditionne Contacteur de temperature d'eau d'air	linere i sa tu mpera des avias dei 410
A 5 A 6 A 7 A 9 A 10	ABS Actuator ABS Actuator ABS Speed Sensor Front LH ABS Speed Sensor Front RH Alternator Alternator	conditionné Commande ABS Commande ABS Capteur de vitesse ABS avant gauche Capteur de vitesse ABS avant droite Alternateur Alternateur	Activitin ABS Actividee (BS) Sensor de le caucie ABS mentet representa Sensor de le caucie ABS mentet representa Attention Alternation
B 1 B 2	Back-Up Light SW Brake Fluid Level SW	Contacteur de feux de recu! Contacteur de niveau de l'qui de de frein	traceraptor de a - ; e remeso Imersajor e de n-el as l'ado del freno
C 1	Check Connector Cruise Control Actuator	Fiche de service Actionneur de contrôle de croisiére	Canestor de comportación Actuador del contro e e rurro
D 1	Distributor	Distributeur	Deserbu a +
E 1 E 2 E 3	ECT Salenaid ECT Salenaid EFI Water Temp Senso: Engine Hood Courtesy S.A.	Solénoide ECT Solénoide ECT Capteur de temperature d'eau EFI Interrupteur d'ecla rage de compartiment	Salemade de EST Salemade 4, FC1 Sansor de empera ura de coma para la myrecam de Lambust he é extrama a Interrupe « de la corte— let capo del mos r
E +	Engine Hood Courtesy SVV	moteui	marright with a core se to copy her mon
£ 1 2 3 4 5 6 7 8 9	Front Clearance Light LH Front Clearance Light RH Front Fog Light LH Front Fog Light RH Front Side Turn Signa Light LH Front Side Turn Signa Light LH Front Turn Signal Light LH Front Turn Signal Light LH Front Turn Signal Light RH Front Wiper Motor	Feux de gabar t avant gauche Feux de gabar t avant dro te Feu antibrou llard avant dro te Feu antibrou ilard avant dro te Feu de cignotant laiera avant gauche Feu de clignotant atèra avant droite Feu de clignotant avant gauche Feu de clignotant avant droite Feu de clignotant avant droite Moteur de contr. le d essu e giace de pare-brise avant	Lu de paso de cree - "quiento Lu de navo ce en era sterchi Lu e e e e e e e e e e e Lu de a e e e e e e e e e e Lu de a e e e e e e e e e e e e Lu de a e e e e e e e e e e e Lu de a e e e e e e e e e e Lu de e e e e e e e e e e e e Lu de e e e e e e e e e e e Lu de e e e e e e e e e e e Lu de e e e e e e e e e e e Lu de e e e e e e e e e e e Lu de e e e e e e e e e e e e Lu de e e e e e e e e e e e e Lu de e e e e e e e e e e e e e Lu de e e e e e e e e e e e e e e Lu de e e e e e e e e e e e e e e e e Lu de e e e e e e e e e e e e e e e e e Lu de e e e e e e e e e e e e e e e e e e
H 6 H 8 H 9 H 10	Headlight LH High Headlight LH Low Headlight RH High Headlight RH Low Horn LH Horn RH	Phare gauche A.g. Phare gauche Grave Phare droite A.g. Phare droite Grave Avertisseur so vore galiche Avertisseur so vore droite	Farvi, que : Far : que : " Far derr Faro dere: " B : nue i, que : Bocmo di :
1 3 1 4 1 5 6 7 8 9	ISC Valve Igniter Ignition Coil Injector No 1 Injector No 2 Injector No 3 Injector No 4 Intake Air Temp Sensor	Soupape de règu at on de regime de ralenti Allumeur Bobine d'aligmage Injecteur N 1 Injecteur N 3 Injecteur N 4 Capteur de température d'air d'admission	Variate d
Қ 1	Knock Sensor	Capteur de cagnement	Sensor da g. + 10 u
N 1	Neutral Start SW	Contacteur da démerrage su point mort	Інветиргов за ста дле ек рина полочо
0 1 0 2	Oil Pressure SW Oxygen Sensor	Contacteur de pression d'hui, e Captour d'oxygène	Interrupt in te present de twerte Sensine de Sono
R 1	Radiator Fan Motor	Moteur de vent lateur de ladlateur	Mener de en actes le contenter
S 1	Speed Sensor(for Combination Meter)	Capteur de vitesse pour Bioc d'instruments de bordl	Season as is it is superior Medidor combonia
\$ 2 \$ 3	Starter Starter	Démarreur Démarreur	Arreste case of Arrest many constraints
T 1 T 2	Theft Deterrent Horn Throttle Position Sensor	Avertisseur de d ss.iasion contre le vol Détecteur de pos tion de papillon	Bocara de 117 v vin Sonsor de 118, em ae a narapasa
V 1	VSVifor A/C Idle-Up	Soupape de commutation à dépression (pour	VSI space March, e - com neceleration
V 3	VSV(for Fuel Pressure Up.	Ratenti accéléré d a r cond t onné) Soupape de commutation à dépression (pour	VSV mara a mer - ae la preside acci.
V 4	Vacuum Sensor	pressurisation de lessenser Capteur de dépression	Sensor de - ac
W 1 W 2	Washer Motor Water Temp, Sender	Moteur de lave-giace Transmetteur de température d eau	Motor de le lour Transmise e de la 165 pa



Position of Parts in Body

[RHD]

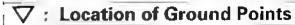




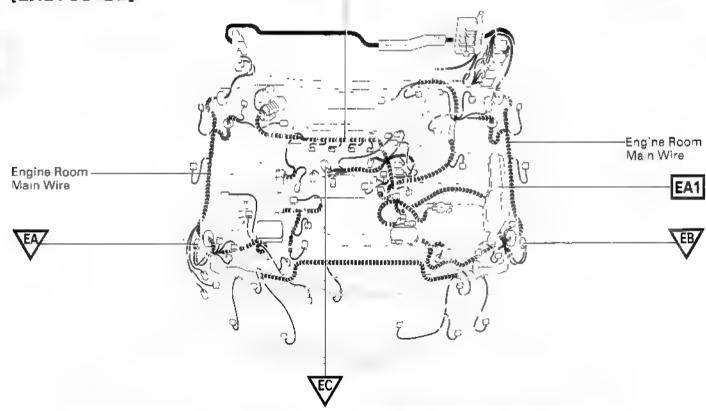
Position of Parts in Body

]: Je	Englsh	Français	Ευραδιού
- 19 - 20 - 21	ABS Speed Sensor Rear LH ABS Speed Sensor Rear RH Auto Antenna Control Relay and Motor	Capteur de vitesse ABS arrière gauche Capteur de vitesse ABS arrière droite Relais et moteur de commande	Sonsor de lea catala de ABS, trasero (20. Sensor de le cliu ad de ABS, trasero a Rajo y motor de clima (de la amena
		d'antenne automatique	automatica
2 10	Door Courtesy _ ght Driver's Side)	Eclairage par ouverture de portière (côte de conducteur)	Luz de cortes a as-a puerta (lateral condaca r
2 11	Door Courtesy _ ght (Passenger's Side)	Eclairage par ouverture de portière (côte de passager)	Lu, de ortes e ac a merta (lateral pasate)
<u>- 12</u>	Door Courtesy S.W. Driver's Side)	Contactéur d'eclairage pour ouverture (côte de conducteur	Motor de secrosol'aga stateral conductor c
0.13	Door Courtesy SW Passenger's Side)	Contacteur d eclairage pour ouverture (côte de passager	Motor de 1118 a 1158 (Interal pasajero)
J14	Door Lock Motor Door Key Lock and Unlock SW Driver's Side	Moteur de verrouillage de portière clè de portière et contacteur de non verrouillage (côte de conducteur)	Motor de se, an Lecrta interruptor de seguro x . t . crt . w lluse de puerra (latera) conduct. r
ን 15	Door Lock Motor Door Key Lock and Unlock SW (Passenger's Side)	Moteur de verrou liage de portiere clé de portière et contacteur de non-verrou, age côte de passager)	Motor de 805 or de puerta, interruptor de seguro y amert : de la flave de puerta (lateral pasaje :
∓ 12 ∓ 13	Front Speaker LH Front Speaker RH	Haut-parleur avant gauche Haut-parleur avant droite	Altavor delamero za merdo Altavoz acanten derecho
F 14 F 15 F 16	Front Tweeter Speaker LH Front Tweeter Speaker RH Front Tweeter Speaker RH Fuel Pump and Sender	Tweeter avent haut-parieur gauche Tweeter avant haut-parieur droite Pompe et transmetteur de niveau de carburant	Altavor de agnaos f e aud szguterda Altavor de agnaos f coud szguterda Altavor de agnaos frontal, derecha Bomba ce combostible y transmisor de nivel de combostiba
⊢ 15	High Mount Stop _ gnt	Feux d'arrêt à monture élevée	Luz de j arodo - m instalación alto
- 1 - 2	License Plate Light Luggage Compartment Light SW	Eclairage de piaque d'immetriculation Contacteur d'éclairage du coffre à bagages	Luz de le paceo de nativu da finerruptor ac a. laz del compartimiento de contro es
. 3	Luggage Compartment Light	Eclairage du coffre à bagages	Luz del compartimiento de equipajes
M 1	Moon Roof Control Relay	Relais de commande de toit ouvrant transparent	Rele de corre so techo desti ante
M 2	Moon Roof Control SA and Personal Light (w. Moon Roof	Interrupteur de commande de toit ouvrant transparent et eclairage individuel avec to t ouvrant)	Interrup (r 1 - 1 del techo destigante v lu, persi t no desti ante)
M 3	Moon Roof L m t SA	Contacteur de fin de course du toit ouvrant transparent	Interrup . m 10 del techo destr onte
M 4	Moon Roof Motor	Moteur de to-t ouvrant transparent	Motor se e ne des izante
P 2 P 3	Personal Light (wio Moon Roof) Power Window Master SW	Eclairage individuel (sans toit ouvrant) Contacteur principal de vitre à commande électrique	Laz personal sia sectio destizanter Interrupto pro cipal de la remandia autora froa
P II	Power Window Motor Dr ver's Side	Moteur vitre à commande électrique (côte de conducteur)	Interrupto secto ela amomática (lateral
P II	Power Window Motor Passenger's Side)	Moteur vitre à commande electrique (côte de passager,	line rapt ir ventan , a automática (lateral
P 6	Power Window SW (Passenger's Side)	Contacteur de vitre à commande électrique (côte de passager)	Interruptor se tare la automatica (lateral pessajo)
R 8	Rear Comb nation Light LH	Dispositif d'éclairage arrière combiné gauche	Luces co ubi sadas traseras, izquierda
Ř 9	Rear Combination Light RH	Dispositif d'eciairage armere combiné droite	Lines on we agas traseras, aerecha
R 10 R 11 R 12 R 13 R 14 R 15	Rear Speaker LH Rear Speaker RH Rear Window Defogger (+) Rear Window Defogger -) Rear Wiper Motor and Relay Remote Control Mirror LH	Haut parleur arriere gauche Haut parleur arnere droite Dèsembuage de unette arrière (+) Desembuage de unette arrière (-) Moteur et relais d'essure glace arrière Miroir a telecommande gauche	Alta a rese — e t. Alta con rese — arean. Desempar — e se ventamila trasera (+) Desem, a e rea ventamila trasera (-) Motor v r e me ador trasero. Espejo re r e on control remoto.
R 16 R 17	Remote Control Mirror RH Remote Control Mirror SW (w, Power Window)	Miroir a té ecommande droite Contacteur de miroir à télécommande (Avec Vitre a commande electrique)	Espeja retra, con con control remoto, dere ne Interração co cos, e, e retrovisor con contro- remoto. A ex Ventora la con control electro.
W 5 W 6	Woofer Speaker ⊾H Woofer Speaker RH	Haut-parleur woofer gauche Haut-parleur woofer droite	Altavoz de gra es izquierda Altavoz de g a es aerecha

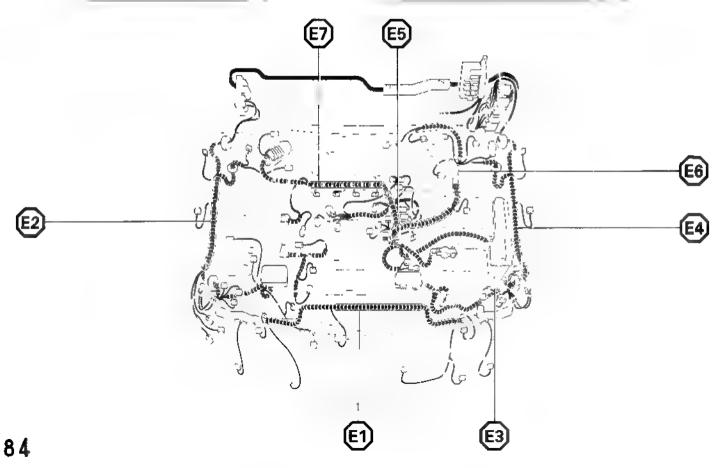


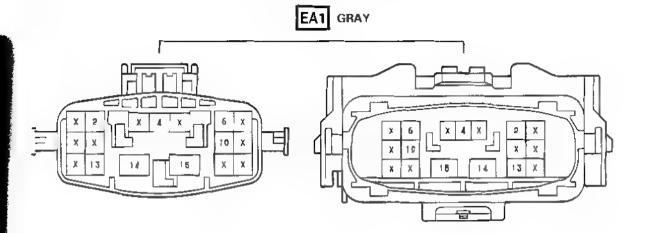






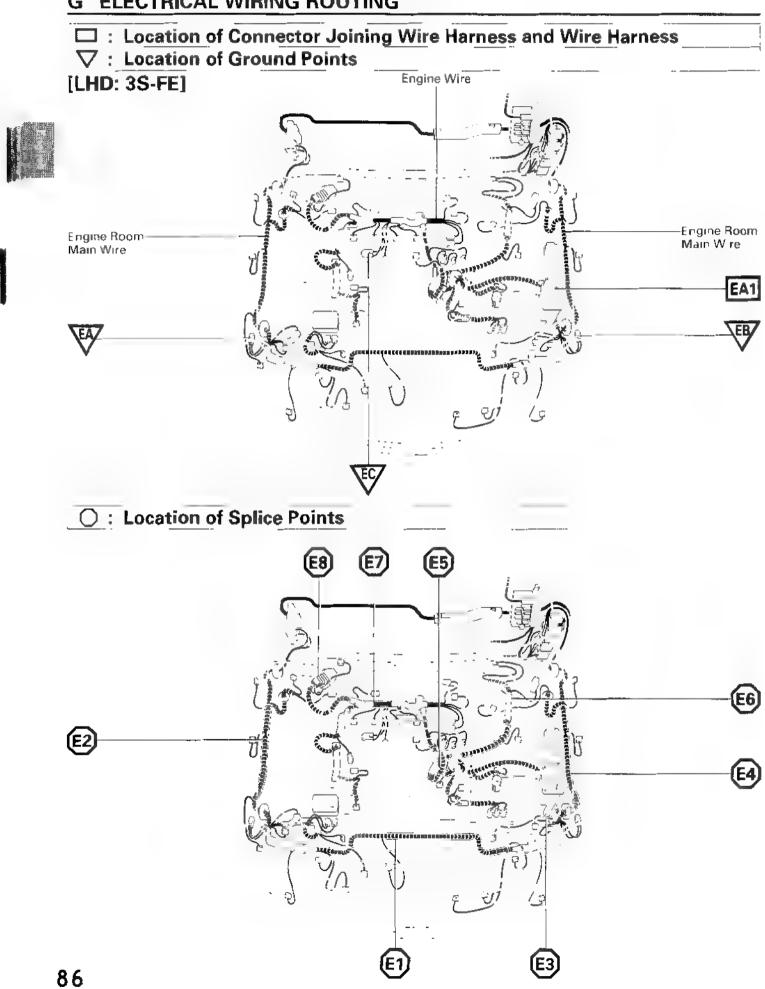
: Location of Splice Points

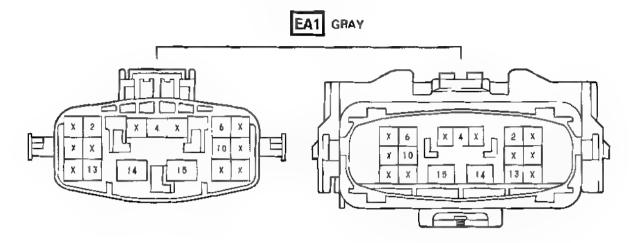






CODE	JOINING WIRE MARNESS AND WIRE MARNESS (CONNECTOR LOCATION)
ËAI	ENGINE WIRE AND ENGINE ROOK MAIN WIRE INSIDE OF R/B NO 2}

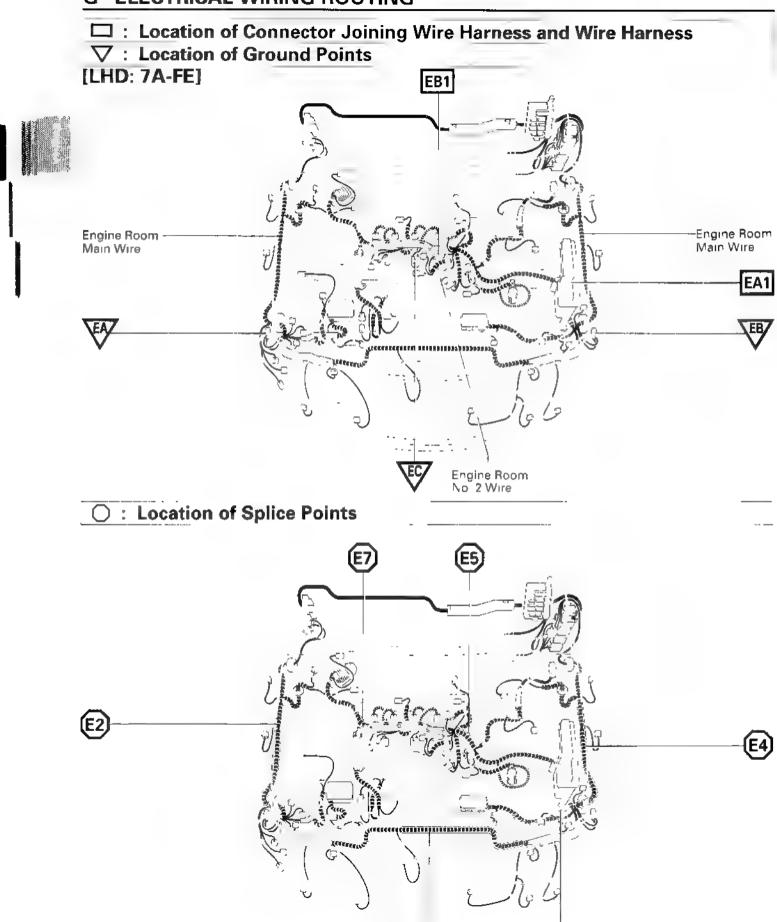


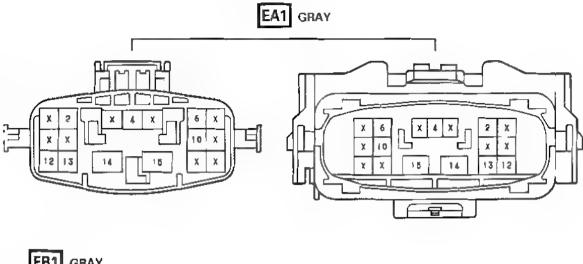




CODE	JUINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EÁI	ENGINE WIRE AND ENGINE ROOM WAIN WIRE (INSIDE OF R/B NG.2)

88



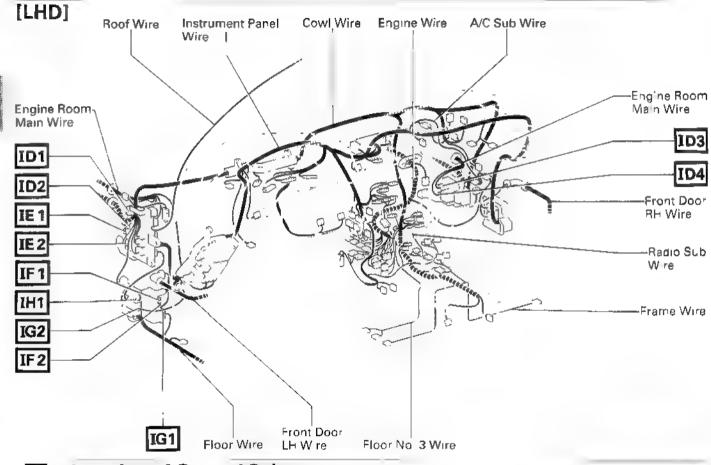




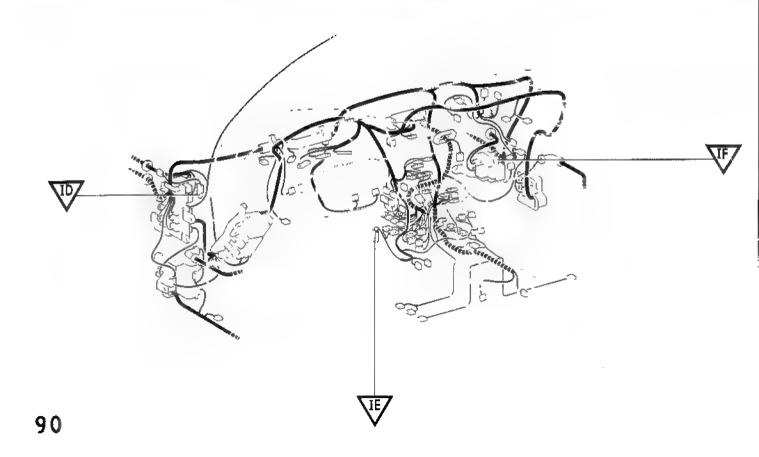


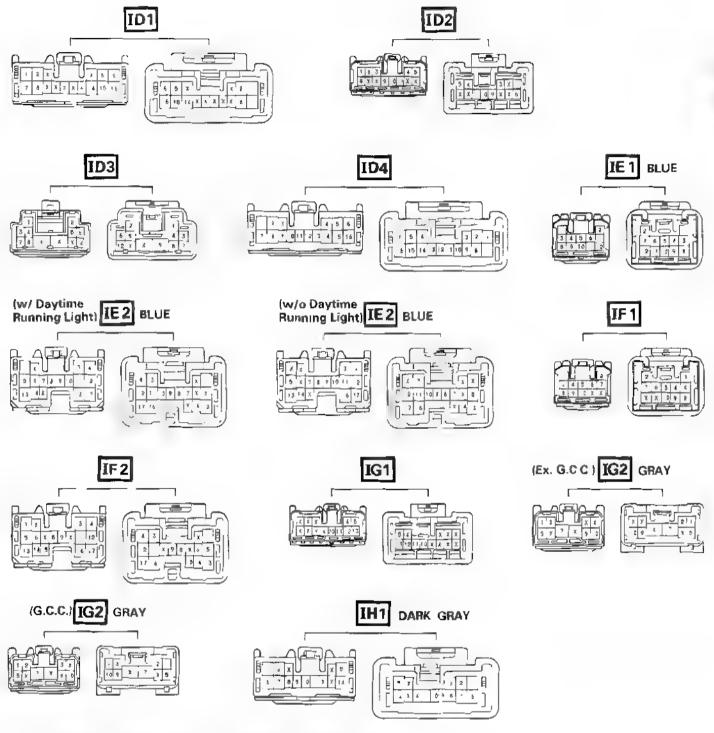
CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EAT	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO 2)
EB1	ENGINE ROOM NO-2 WIRE AND ENGINE WIRE (NEAR THE STARTER)

☐ : Location of Connector Joining Wire Harness and Wire Harness

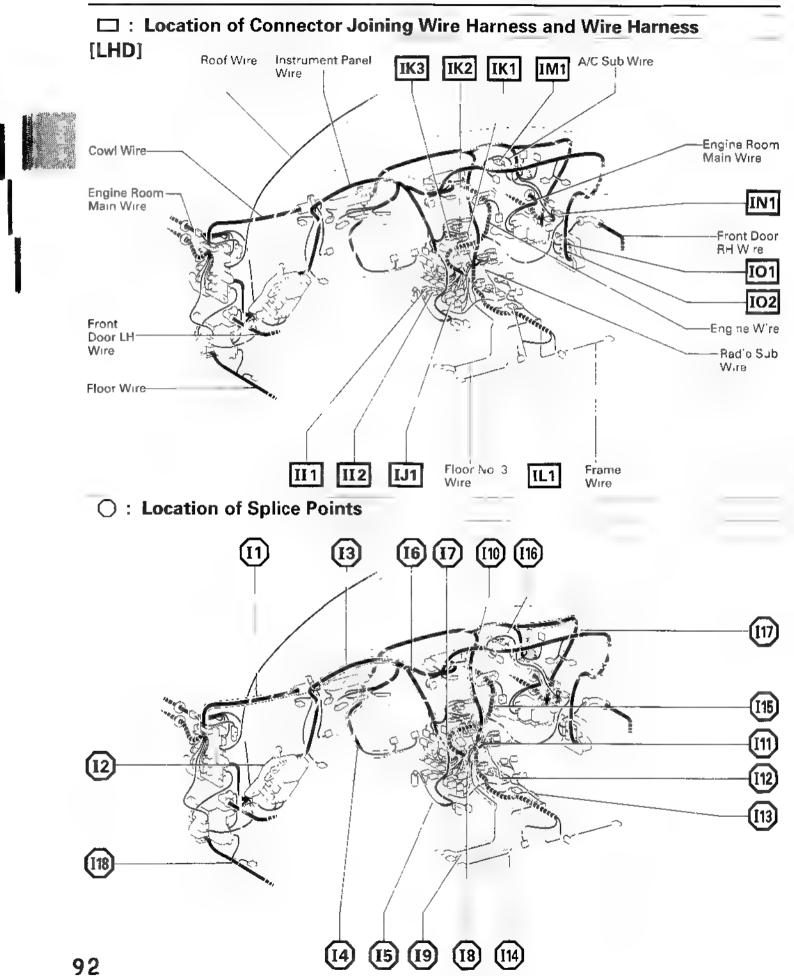


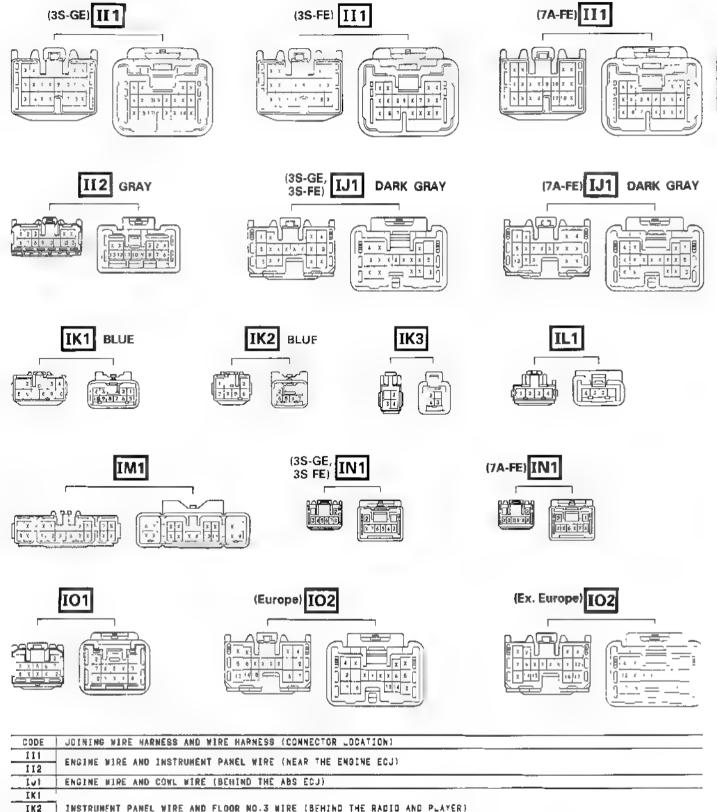
▽: Location of Ground Points





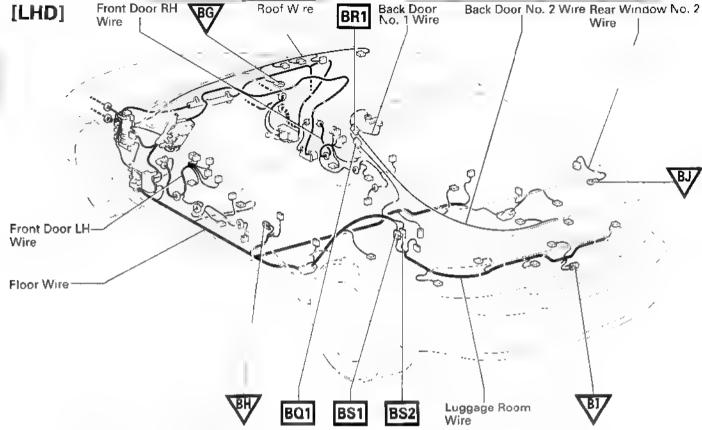
CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION
IDI	ENGINE ROOM MAIN WIRE AND COVE WIRE (LEFT KICK PANEL)
102	
ID4	ENGINE ROOM MAIN WIRE AND COME WIRE INSIDE OF R/B NO.4)
IE1	INSTRUMENT PANEL WIRE AND COME WIRE LEFT KICK PANEL)
IF1	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
1F2 1S1	FLOOR WIRE AND INSTRUMENT PANEL MIRE [LEFT KICK PANEL]
1G2	INSTRUMENT PANE, WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IHI	COWL MIRE AND FLOOR MIRE (LEFT KICK PANEL)



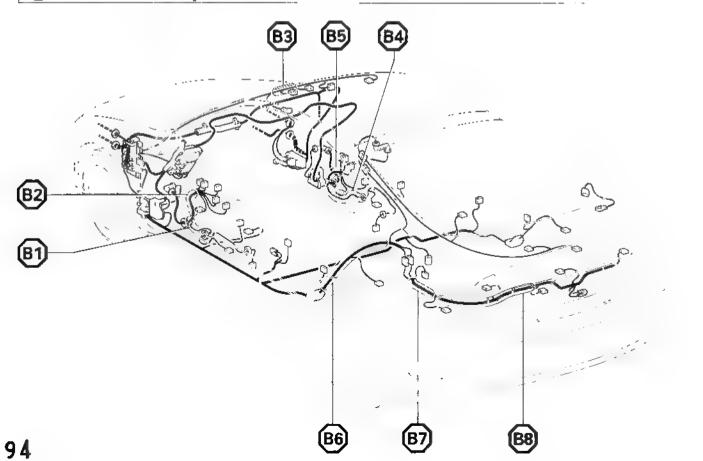


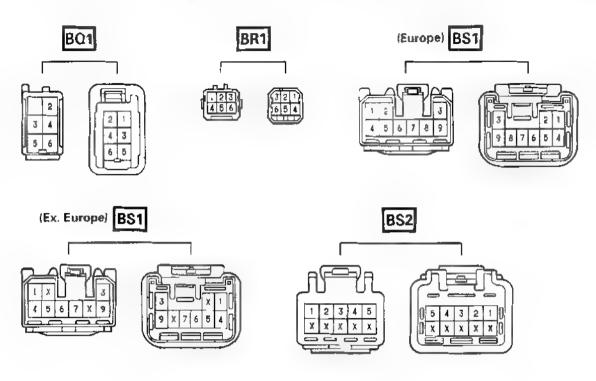
CODE	JOINING WIRE MARNESS AND WIRE MARNESS (CONNECTOR LOCATION)
III	- ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECJ)
112	ERGINE BIRE AND INSTRUMENT FAMEL WIRE THEAN THE ENGLACE EUG.
111 112 191	ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECJ)
IKI	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IK2	
IK3	
IL1	FRAME WIRE AND COME WIRE (SHIFT LEVER RH SIDE)
IN1	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C JNIT)
IN1	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)
101	FRONT DOOR RM WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
102	FAURI DOOR BE SIRE AND INSIROHER FAULE FIRE (RIGHT RICK FAUEL).

☐ : Location of Connector Joining Wire Harness and Wire Harness Front Door RH Wire Back Door No. 1 Wire Roof W re [LHD]



: Location of Splice Points





CODE	JOINING WIRE HARMESS AND WIRE HARMESS (CONNECTOR LOCATION)
BQI	BACK DOOR NO. 1 WIRE AND FLOOR MIRE (BACK DOOR UPPER LEFT)
BRI	BACK DOOR NO 2 MIRE AND BACK DOOR NO.1 MIRE IBACK DOOR UPPER LEFT)
881	FIGURE HADE THE THE THE THE THE THE THE THE THE TH
892	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)



□ : Location of Connector Joining Wire Harness and Wire Harness

□ : Location of Ground Points

[RHD: 3S-GE]

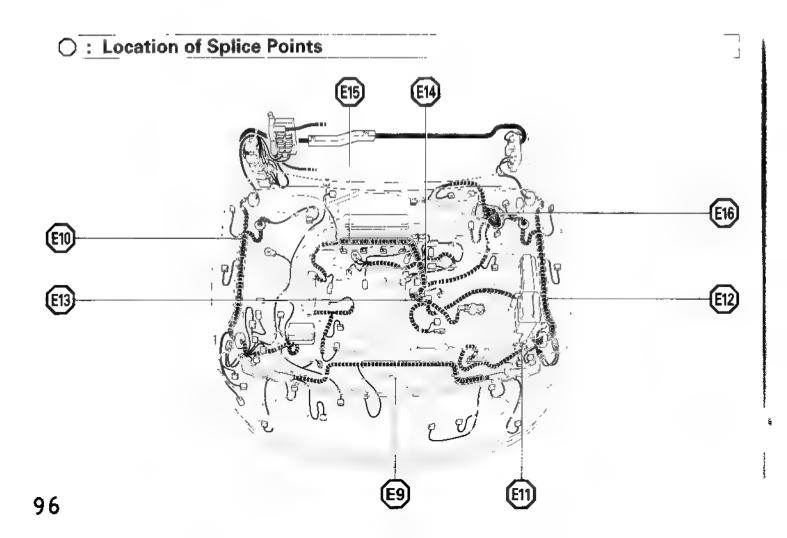
Engine Room

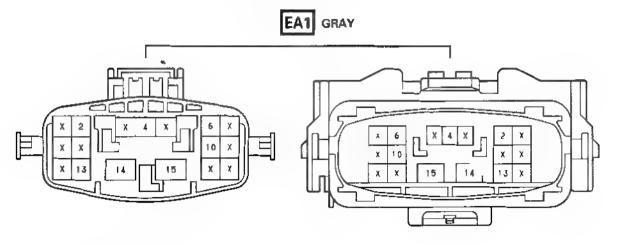
Main Wire

EA1

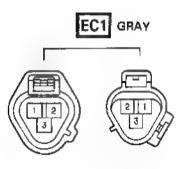
EA2

EB8







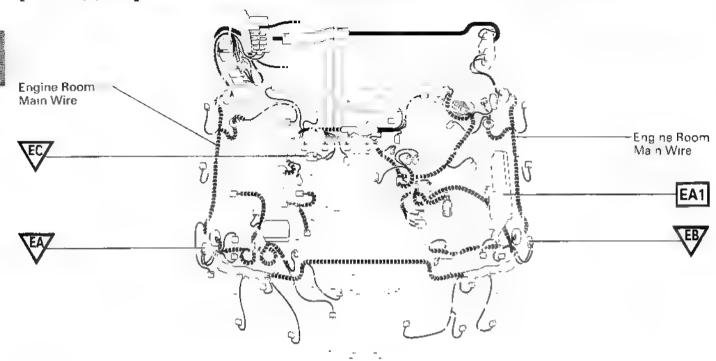


CODE	JDINING WIRE HARNESS AND WIRE MARNESS (CONNECTOR LOCATION)
EA1	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
EC1	ENGINE ROOM MAIN WIRE AND TVSS NO 2 SUB WIRE (NEAR THE WASHER TANK)

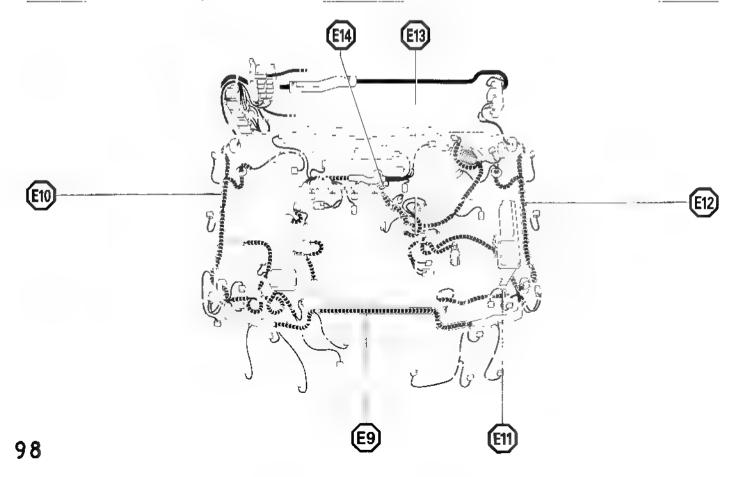
☐ : Location of Connector Joining Wire Harness and Wire Harness

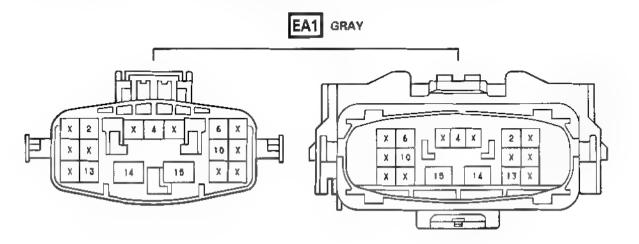
▽: Location of Ground Points





: Location of Splice Points



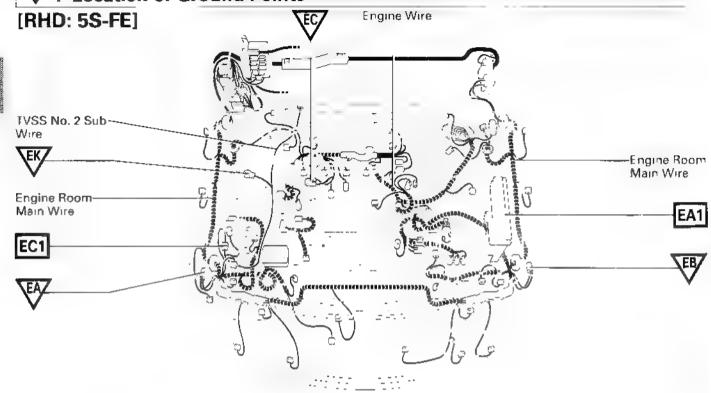




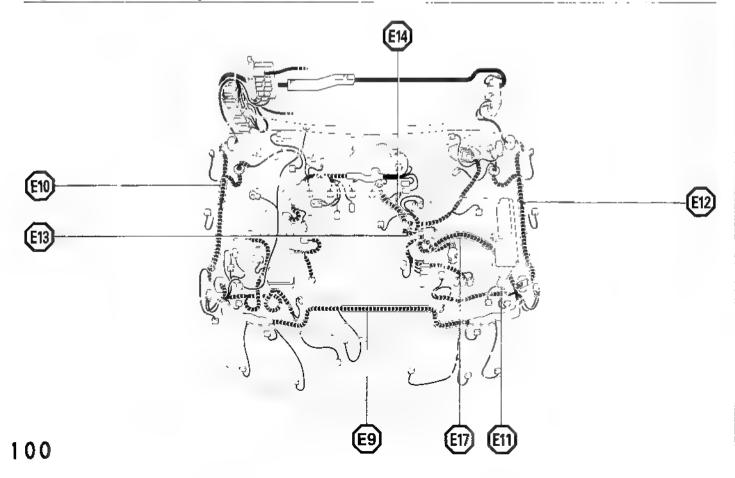
CODE	COINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO 2)

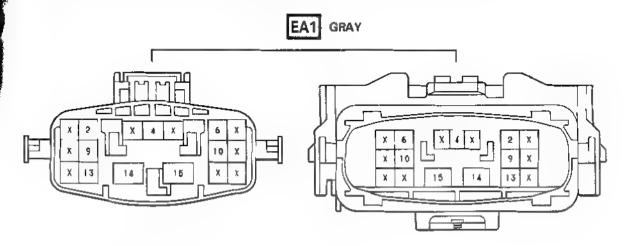
☐ : Location of Connector Joining Wire Harness and Wire Harness





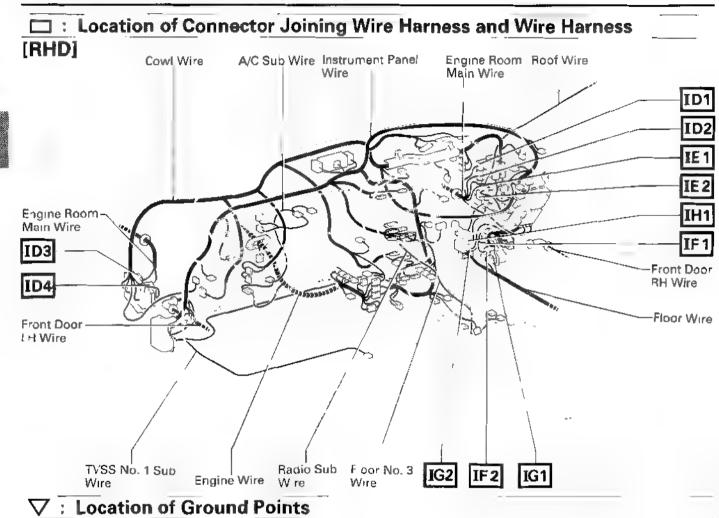
: Location of Splice Points

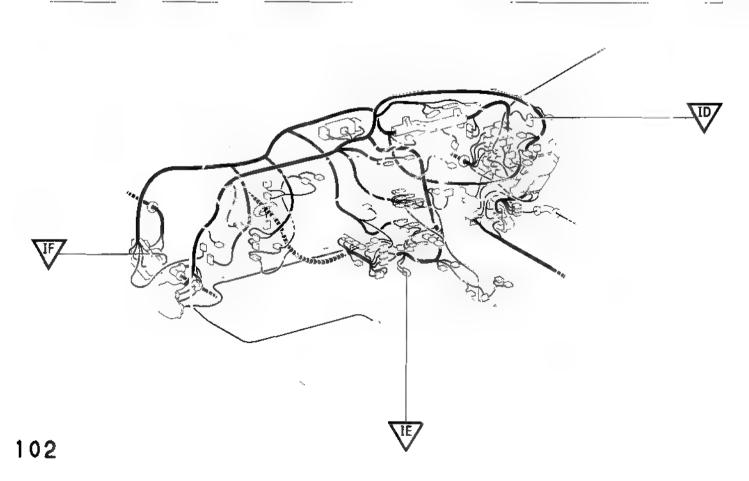


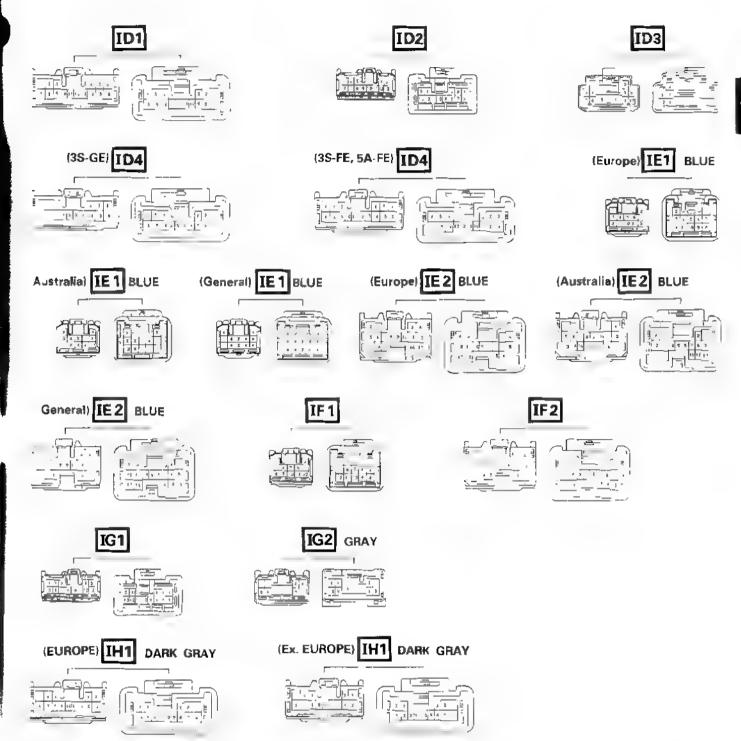




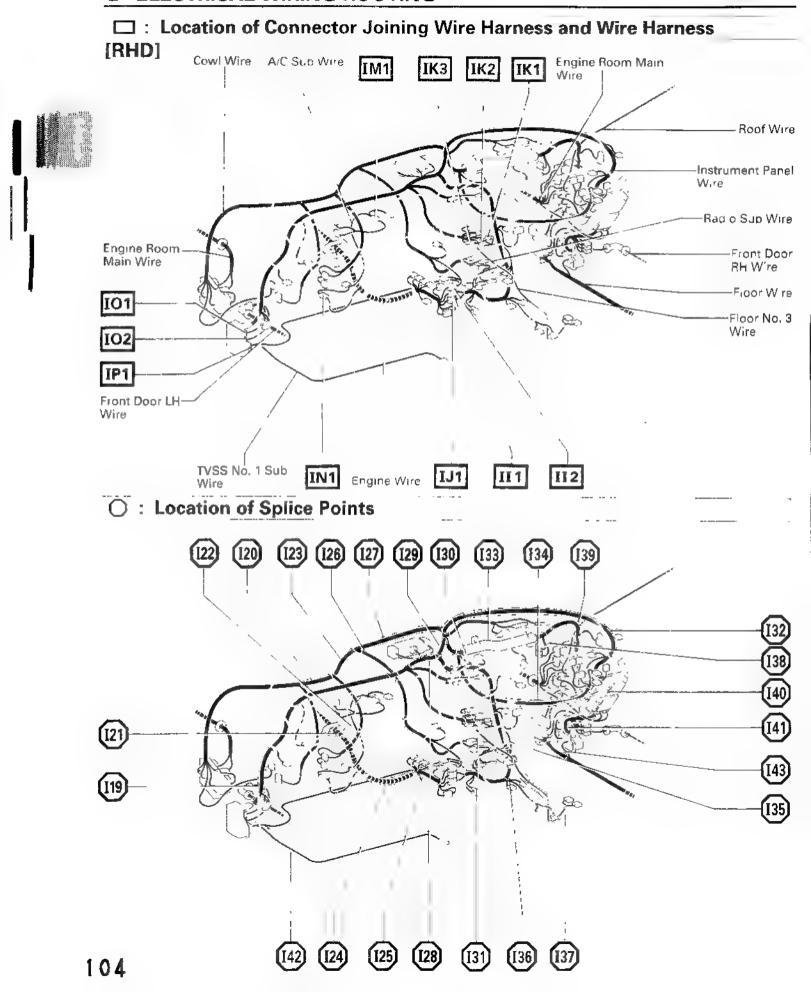
CODE	JOINING WIRE HARMESS AND WIRE HARMESS (COMMECTOR LOCATION)
EA1_	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (IMSIDE OF R/B NO.2)
EC1	ENGINE ROOM WAIN WIRE AND TVSS NO 2 SUB WIRE (NEAR THE WASHER TANK)



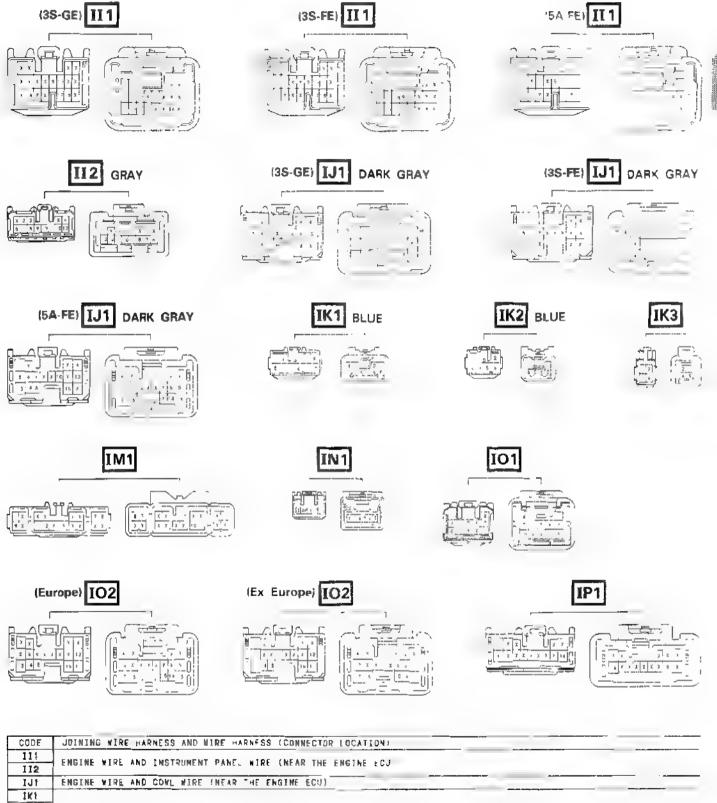




CODE	COINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID;	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
105	EMBINE MOON WAIN AIMS MAD COME MINS (MICH. WICH LANGE)
1D3 ID4	ENGINE ROOM MAIN MIRE AND COWL WIRE (INSIDE OF R/B NO.4)
1E1	INSTRUMENT PANEL WIRE AND CONL WIRE (RIGHT KICK PANE.)
IE5	AND THE TARE OF THE
IF:	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IGI	FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
192	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KJCK PANEL)
IHI	COW, WIRE AND FLOOR WIRE (RIGHT KICK PANEL)

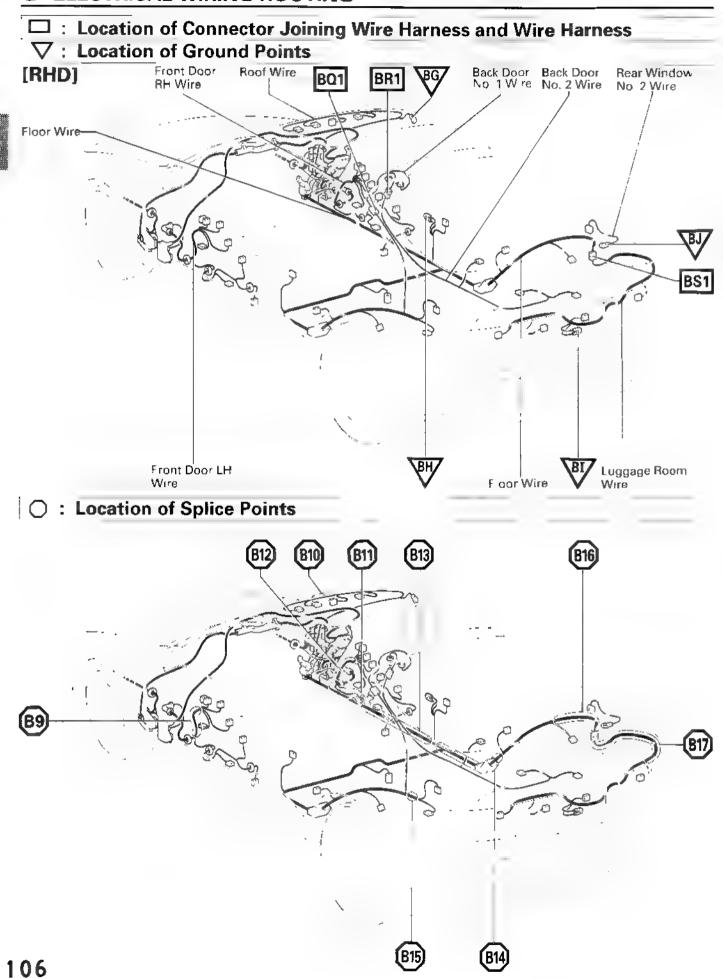


Connector Joining Wire Harness and Wire Harness

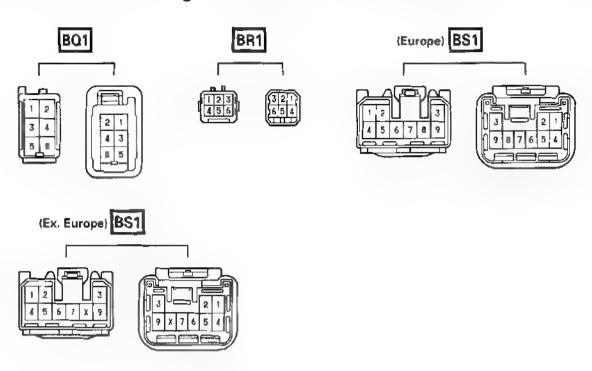


CODE	JOINING WIRE HARNESS AND MIRE HARNESS (CONNECTOR LOCATION)
111	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECJ
112	LEADING MINE AND INSTRUMENT PARTY WITH THE ENGINE ECO.
IJf	ENGINE WIRE AND COWL WIRE INTAR THE ENGINE ECU)
IKI	
142	INSTRUMENT PANEL WIRE AND FLOOR NO 3 MIRE (BEHIND THE RADIO AND PLAYER)
IK3	
IMI	COWL WIRE AND A/C SUB WIRE (LPPER THE A/C UNIT)
IN1	ENGINE WIRE AND A/C SUB WIRE WOER THE BLOWER UNIT
101	FRONT DOOR LH WIRE AND INSTRUMEN" PANEL WIRE "LEFT KICK PANEL"
102	I MAN ODDE E. HIVE MAN THE LOADS - LANDE BINE CELL MAN ENGLE

G ELECTRICAL WIRING ROUTING



Connector Joining Wire Harness and Wire Harness



CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
601	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BRI	BACK DOOR NO 2 WIRE AND BACK GOOR NO.1 WIRE (BACK DOOR UPPER LEFT)
881	FLOOR NIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)

H POWER SOURCE (Current Flow Chart)

The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

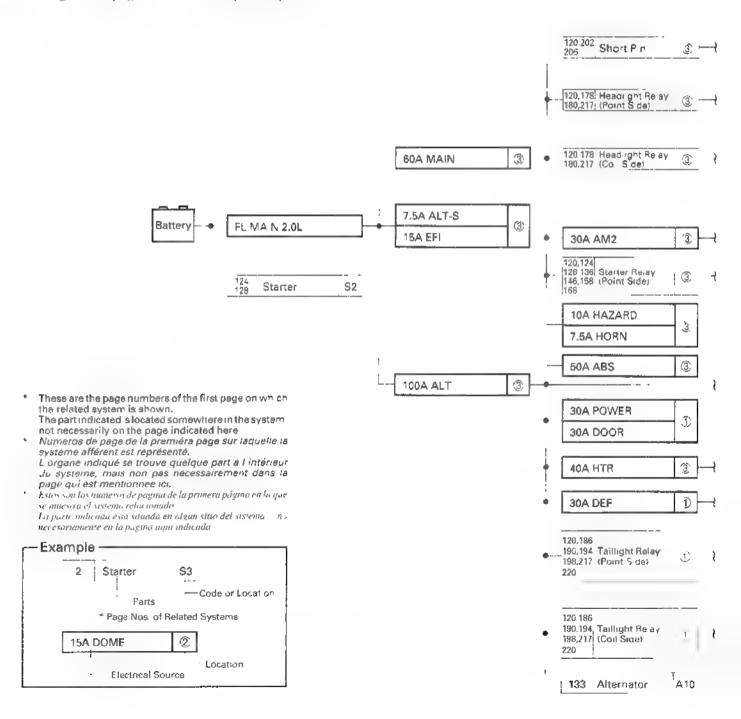
The next page and following pages show the parts to which each electrical source outputs current.

Le schéma ci-après indique l'acheminement à travers lequel s'écoule le courant de la batterie à chaque source électrique (lames fusibles, disjoncteurs, fusibles, etc.) et qutres pièces.

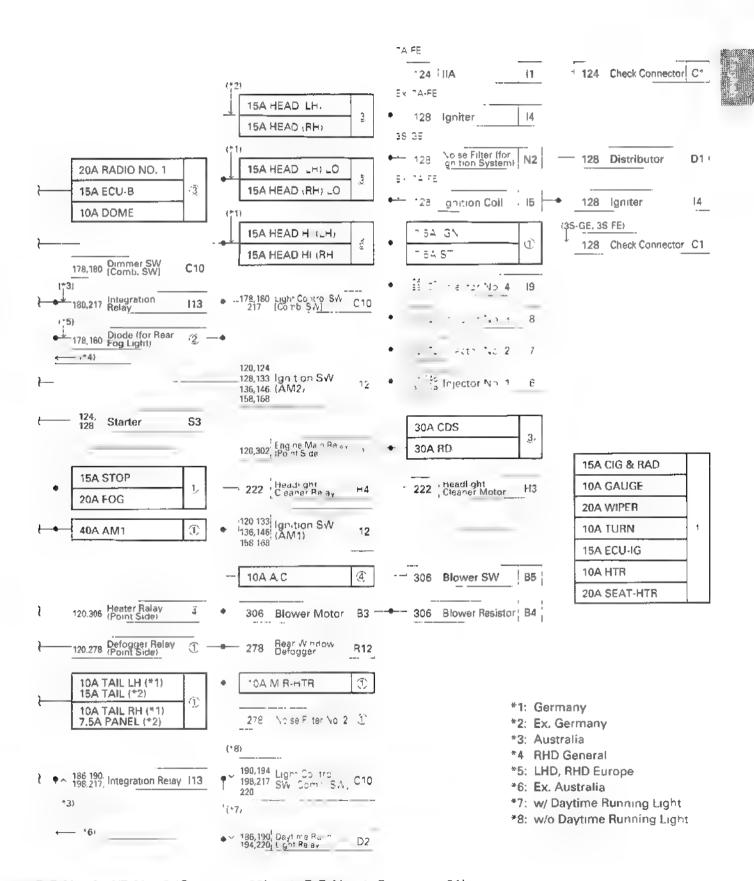
La page suivante ainsi que celles qui suivent indiquent les pièces auxquelles chaque source électrique produit du courant.

En el siguiente cuadro aparece la ruta que recorre la correinte desde la batería hasta cada fuente de alimentación (eslabón fusible, ruptor, etc.) y otras piezas.

Las siguientes páginas indican las partes que reciben alimentación.



[LOCATION] 1: Inpane J/B (See page 52) 2: R B No. 1 (See page 59) 5: R/B No. 5 (See page 59) 6: R/B No. 6 (See page 62)



POWER SOURCE (Current Flow Chart)

	* Page Nos. of Related Systems	302	302 306	302	240	133 296	306	240	240	194 198	288	210	296	136 146 158 168 234 240	286	194 198	136 146 158 168	286	240	133	136 228 234 296	194 198
Location	Parts Code or Location	A/C Condenser Fan Motor	A/C Triple Pressure SW (A/C Dual and Sing e Pressure SW;	A/C Water Temp. SW	ABS Actuator	Alternator	A/C Amp.if er	ABS ECJ	ABS ECJ	Ashtray (liumination	Auto Antenna Contro Relay and Motor	Back Up I gnt SW	Brake Fluid Love SW	Check Connector	Cigarotte Lighter	Cigarette Lighter I Jum nation	Circuit Open ng Re ay	Clock	ABS Warning _ gnt [Comb_Mater]	Charge Warning Light [Comb. Meter]	Combination Meter	Combination Meter
2	CB or Fuse	A1	АЗ	A4	A6	A9	A11	A14	A15	A18	A21	В1	B2	Cí	C3	CIII	C5	C6		C7	7	
1	10A HTR 15A ECU-IG 20A FOG 10A MIR-HTR 10A GAUGE 20A SEAT HTR 15A CIG&RAD 10A TURN 7 5A ST		•	•				•			•	•	•		•	•		•		•	•	
(F)	15A HEAD (LH) 15A HEAD (LH) LO 15A HEAD (RH) 15A HEAD (RH) LO 50A ABS 15A EFI 10A A/C	•		-	•			•	•		•	-		•			•	•				

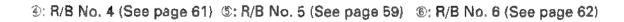
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La parse indicada este se do en algun sino del sis e n. no necessariamente en la qu'e a aq a indicada.

240	136,146 158,168 228,234 296			275 tyb	224 Buing Guin	234		178 180 186		183 214 222	Swl	246 MS 1949		249			228	186 199 286 1986 1986 1986	_		206 256 296 Asau					
ABS Warning Light [Comb. Meter]	Combination Meter	High Beam Indicator Light IComb Meterl	Open Door Warning Light [Comb Meter]	Seat Belt Warning Light [Comb. Mater]	Turn Signal Indicator Light and Hazard Red Warning Light [Comb. Meter]	Combination Meter	Rear Fog Indicator Light [Comb. Meter]	Combination SW	Horn SW [Comb. SW]	Cant Control SW [Comb. SW]	Turn Signal SW /Comp	Front Wiper and Washer SW [Comb. SW]	Horn SW [Comb, SW]	Wiper and Washer SW [Comb. SW]	Horn SW (Comb SW	Cru se Control Clutch SW	Cruise Control ECU	Dayt me Running Light Relay	Dade (for Daytime Runn ng Light)	Diode (for Door Courtesy Driver's Side)	Diode (for Door Courtesy SW)	Dode (for Door Key Lock)	Dode (for Door Key Uniock)	Diode (for Luggage Compartment Light)	Door Lock Control Re ay	Door Courtesy Light
			8	-		C	9		Ċ.	10			C11		C12	C13	C14	D2	D3	D4	D5	D6	D7	D8	D9	D
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POWER SOURCE (Current Flow Chart) Н

£	* Page Nos. of ` Related Systems	202 206	202 206 256 260 264	202 206 260	260 264	260 264	198 234	124 136 146 158	136	136 146 158 168 302	190	190	186	186		224	224	224	246	136 146 158 168 296	194 198
Location	Parts Code or Location	Door Courtesy Light (Passenger's Side)	Door Courtesy SW (Driver's \$ dc)	Door Courtesy SW (Passenger's Side)	Door Lock Motor Door Key Lock and Uniock SW (Driver's S de)	Door Lock Motor, Door Key Lock and Unlock SW (Driver's S de)	ECT Pattern Select SW	Engine ECU (M/T)	Engine ECU (M/T), Engine and ECT ECL, (A/T)	Fng ne ECU ,MTi, Engine and ECT ECU ,A/T)	Front Clearance Light LH	Front Clearance Light RH	Front Fog Light LH	Front Fog Light RH	Front Side Turn Signa Light LH	Front Side Turn Signal Light RH	Front Turn S gnal Light LH	Front Turn Signal Light RH	Front Wiper Motor	Fuel Pump and Sender	Gove Box Light
2	CB or Fuse	D11	D12	D13	D14	D15	E6	E7	E8	E10	F1	F2	F3	F4	F5	F6	F7	F8	F9	F16	G1
30	0A DOOR				•	•															
1	DA POWER	<u> </u>	_																		
	DA_TAIL LH			-					•	_	•	•									'
	5A <u>TAIL</u> DA TAIL RH							•	•		_						!				•
	5A PANEL	٠					•											•			•
	5A IGN																				,
	5A STOP							!	•	<u> </u>									!		
1 (1) -	DA WIPER DA HTR	-																	_		
	DA HTR 5A ECU-IG	-	-			-								_						_	-
	DA FOG	-		Ļ			,						•	•							
	DA MIR-HTR	l						•	•												
_10	DA GAUGE						•	•	•									1		•	
	DA SEAT-HTR																				
	5A , CIG&RAD	→			_								-		•	_	•	•			
	DA : TURN 5A : ST	l †			_				•						•	_	_	_			-
	DA RDI	\vdash		<u> </u>						Ť						_					
	OA CDS															1				_	
_	DA HAZARD			+											•_	•	•	•			
_	5A HORN	$\vdash \vdash$														Ì					
	0A RADIO NO.1 5A ECU-B	\vdash					I														
	DA DOME	 	•				+ -											1			
	5A HEAD (LH)		•	-														1			
	5A HEAD (LH) LO			1]			_								!					
15	5A HEAD (RH)															-					
	5A HEAD (RH) LO										. ,		- ¦	.							
	DA ABS	├ ¦		,							1		İ								
	DA A/C	$\vdash \vdash$						•	•	•	-						_			•	
	5A HEAD HI (LH)	\vdash	_	T				_	_		-	—						_		_	
	5A HEAD HI (RH)			+																	_

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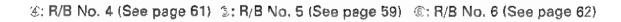
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Lo parte indicada está situada en algun s no al contra monoccentro en la pagina aqui indicada.

194 198	21	4 2	14	222	178 180	1/8 180	178 180	178 180	281	281	194 198 224	.194 198 214	194 198 222	194 198 306	212	136 146 158 168	202 206	190	202 206 256	20 2 20 6	2/2	202 206 272	212	272	15 15 210 226 234	296	136	-a: -a: 1::4
Glove Box Light SW	Hoad ight Beam Leye	Control Actuator (H	Control Actuator RH	Headlight Cleaner Re ay	Headlight LH High	Headl ght LH Low	Headlight RH High	Headight RH Low	Horn LH	Horn RH	Hazard SW	Headlight Bearn Level Control SW	Headlight Cleanor SW	Heater Control SW	High Mount Stop L gnt		Ignition Key Cylinder Light SW	License Plate Light	Luggage Compartment Light SW	Luggage Compartmont Light	Moon Roof Cantrol Relay	Moon Roof Control SW and Personal Light [w/ Moon Roof)	Moon Roof Limit SW	Moon Roof Motor	Moutra Start SW	Oil Pressure SW	Oxygen Semsor	Mar a Maro
G2	H	1 1	H2	H4	H5	H6	H7	H8	Н9	H10	H11	H12	H13	H14	H15	13	111	<u>,</u> 1	L2	-3	M1	M2	M3	M4	N1	01	Q2	О3
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POWER SOURCE (Current Flow Chart)

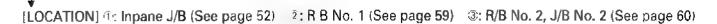
	*Page Nos. of Related Systems	296	202 206	252 260 264	252	252	252	302	194 198 288 294	183 194 198	183 194	270	194 198	210	183	224	212	190	210	183	224	212	190
Location	Parts Code or Location	Parking Brake SW	Persona Light (w/o Moon Roof)	Power Window Master SW	Power Window Motor (Driver's Side)	Power Window Motor (Passenger's Side)	Power Window SW (Passenger's Side)	Radiator Fan Motor	Radio and P ayer	Rear Fog L gnt SW	Rear Window Defogger SW	Remote Control Mirror SW (w o Power Window)	Rheostat	Back-Up Light LH [Rear Comb. Light _H]	Rear Fog Light LH [Rear Combilight LH]	Rear Turn Signal Light LH [Rear Comb. Light LH]	Stop Light _H [Rear Comb. Light _H]	Taili ght LH [Rear Comb. Light LH]	Back-Up Light RH (Rear Comb, Light RH)	Rear Fog L ght RH [Rear Comb Light RH]	Rear Turn Signal Light RH (Rear Combillight RHI	Stop Light RH [Rear Comb Light RH]	Tail ight RH (Rear Comb Light RH)
Loc	CB or Fuse	P1	P2	P3	Ρ4	P5	P6	R1	R2	R4	R5	R6	R7	i		R8	•				R9		
H	30A DOOR			•	-	-		- / -												_			
	30A POWER	-		•	•	•	•											*	~				
	10A TAIL LH					_				•								•					•
	15A TAIL									•						,	ļ						•
	10A TAIL RH				-				•	•	•	ŀ	•				;						•
	7.5A PANEL				-		ŀ		•.	•	•	ł	•				Ιi						
	7.5A IGN 15A STOP				_																		
	20A WIPER				_																		
1	10A HTR						'		_	_	•	١.											
	15A ECU-IG			-																			
	20A FOG													' 	•	<u>. </u>			_	•			
,	10A MIR-HTR		_		_				· 														
	10A GAUGE	•					_							•			<u> </u>		•				
	20A SEAT-HTR						<u> </u>		_					<u> </u>	<u> </u>		<u> </u>						
	15A CIG&RAD	_			_		\vdash		•			•		-	_	•	\vdash				•		
	10A TURN					i				1						-	\vdash				_		
	30A RDI			-	_		\vdash	•						$\neg \neg$									
	30A CDS						Γ	•		+													
	10A HAZARD						<u>L</u>						_								•		
	7 5A HORN						'				Ì	'	_	7									
	20A RADIO NO.1		_			L.			•		İ												
	15A ECU-B			-	_																	;	
3	10A DOME	_	•	1	_																-		
	15A HEAD (LH)	_	1	-	-									İ			l i				.	-	
	15A HEAD (LH) LO 15A HEAD (RH)	_			±-															-			
	15A HEAD (RH) LO		i						-		_												
	50A ABS								_			٠.		^									
	15A EFI				+																		
(4)	10A A/C									NE-111-12-11													
(6)	15A HEAD HI (LH)																						
,0,	15A HEAD HI (RH)		i]		

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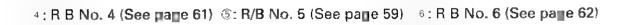
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Estas son los números de págino de la provera pagina en la que se muestra el sistema relacionado.

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	R14	Rear Wiper Motor and Relay	249
	R15	Remote Control Mirror LH	268 270 278
	R16	Remote Control Mirror RH	268 270 278
	R17	Remote Control Mirror SW (w/ Power Window)	268 270
	S1		136,146 158,168 228,234
	S4	Seat Heater (Driver's Side)	282
	S5	Seat Heater (Passenger's Side)	282
	S6	Soat Heater SW (Driver's Side)	282
	\$7	Seat Heater SW (Passenger's Side)	282
	S 8		284
	S11	Stereo Power Amplifier	194 198 288 290
	S12	Stereo Power Amplifier	194 198
	S13	Stop Light SW	136,146 168,212 228,234 240,284
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	U1	Unlock Warning SW	260 264
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	V2	VSV (for ACIS)	136
	V3	VSV (for Fuel Pressure Up)	136
•	W1	Washer Motor	246 249
	W2	Water Temp. Sender	296
•	W4	Woofer Speaker Amplifier	290
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	Ĵ	Diode	136 146 158 168 278
)	Integration Relay	202 206 217 220 256 276
		Power Main Relay	252 272
	2	Diode (for Rear Fog Light)	183



POWER SOURCE (Current Flow Chart)

	`	*Page Nos of Re ated Systems		183	224	136 146 158 168 234	302	302	256 281	124 128 136 146 158 168	306	306	240	240	302	30
Location		Parts Code or Location	Front Fog Light Relay	Rear Fog Light Rolay	Turn Signal Flasher	EFI Main Relay	Fngine Main Relay	Fan Relay No.1	Horn Relay	Starter Relay	Heater Relay	A/C Magnetic Clutch Relay	ABS Motor Relay	ABS Solonoid Relay	Fan Relay No.2	Fan Belav No 3
Loc		CB or Fuse	<u> </u>	(Z)				<u>'ä</u>	'		4		'	(5)		
	30A		1	-0/												
	30A	POWER	1	,		•							-			
		TAIL LH	•	•				-								
	15A	TAIL	•	•	-						1		L			
	10A	TAIL RH	1										C			
	7.5A	PANEL	I													
	7.5A	GN			ı	•								-		
	15A	STOP	1					-	4		4		_ !			
1	20A	WIPER										_			1	
	10A	HTR					_				•	•			_	
	15A 20A	ECU-IG FOG	۱.	_	į		•	•					\vdash			
	10A	MRHIR	-	. •	į						_	_		_		
	; 10A	GAUGE		İ	- 1									•		
	20A	SEATHIR		l												
	15A	CIG&RAD		I												1
	10A	TURN			•											÷
	7.5A	ST			1		1			•						
	30A	RD						•								
	30A	CDS							Ξ.			' <u></u>			•	•
	10A	HAZARD			•											
		HORN							•							
		RADIC NO 1								-					1	
		ECU-B	ļ		_			1								
3)		DOME	 													
		HEAD LHI	├						-							
	15A	HEAD (LH) LO	+-										1			
,		HEAD (RH) HEAD (RH) LO	 		ļ.				-				\vdash		-	
		ABS	 						-				•			
,	15A	EF	 						\rightarrow					_		
4)	10A	A.C	┰		- :	_										_
-		HEAD HI (LH)	+ :		1					_		$\neg \neg$				
6	154							i .							1	



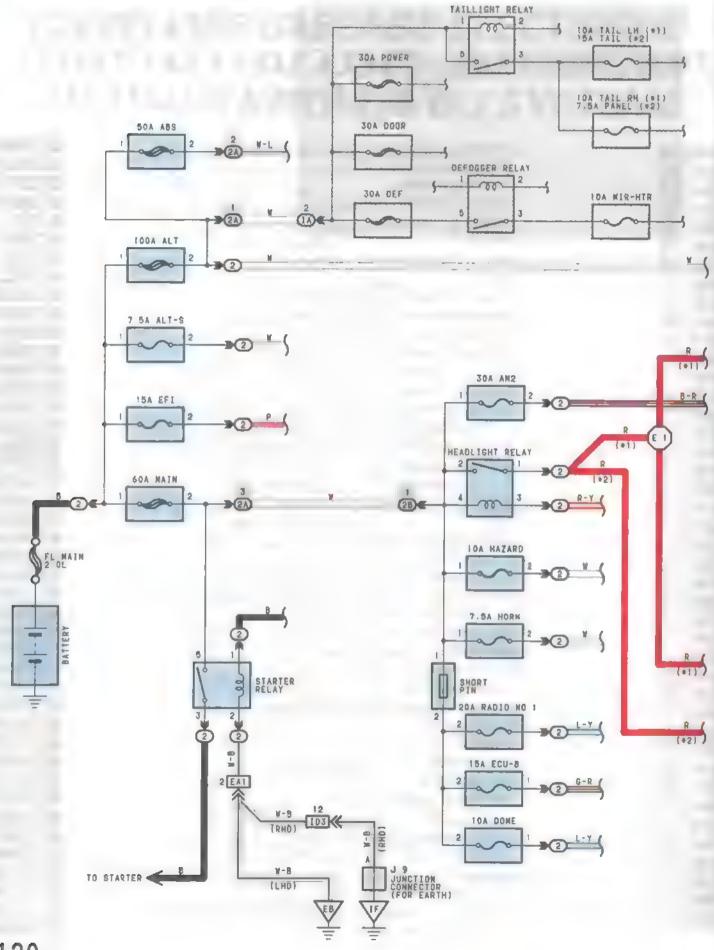
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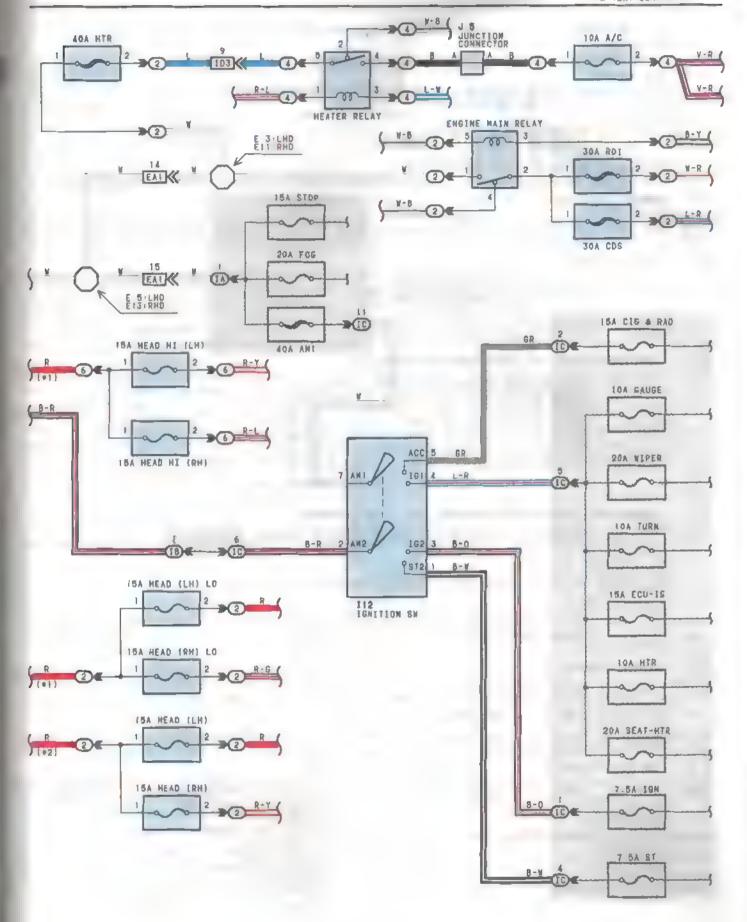
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l'Aux sus os rumeros de pagena de la primera pagena es a se maestra el sistema (elacionad). La parte A. ada esta situada en algun sitio le sistemo la necesariamente en la pagina aqui maicado

TOYOTA CELICA ELECTRICAL WIRING DIAGRAM SYSTEM CIRCUITS

	Tage
ABS (ANTI-LOCK BRAKE SYSTEM)	240
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BACK-UP LIGHT	210
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ECT (ELECTRONIC CONTROLLED TRANSMISSION)	234
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UNLOCK AND SEAT BELT WARNING (G.C.C.)	275







POWER SOURCE

SERVICE HINTS

HEADLIGHT RELAY

2-1-CLOSED WITH THE LIGHT CONTROL SW AT MEAD POSITION OR THE DIMMER SW AT FLASH POSITION

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR MEAD POSITION (W/O BAYTIME RUNNING LIGHT) CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

112 IGNITION SW

- 7 5 CLOSED WITH THE IGNITION KEY AT ACC OR ON POSITION
- 7-4 CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION 2-3 CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION
- 2 1 CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION

O : PARTS LOCATION

ODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
112	70(LHD),80(RHD)	7 2	70(LHD),80(RHD)	3 9	80

C | RELAY BLOCKS

	CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
- [2	60	R/B NO.2 (ENGINE COMPARTHENT FRONT LEFT)
ſ	•	61 (LHD)	R/8 NO.4 (RIGHT KICK PANE_)
-1	•	61 (RHD)	R/B ND.4 (LEFT KICK PANEL)
Ī	6	62,LHD}	R/B NO 6 (ENGINE COMPARTMENT FRONT LEFT)

U : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
	52 (RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
18	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
1.0	52(RKD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
IC	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52 (RHD)	INSTRUMENT PAWEL WIRE AND INPAME J/B (RIGHT KICK PAMEL)
2A	60	ENGINE ROOM MAIN WIRE AND L/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
25		EMBINE 1008 NATE BIKE AND DAD 10.2 (EMBINE CONFERENCE FROM CEFT)

COMMECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SFE PAGE	JUINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
	64 (LHD 35 GE)	
	86(LHD 3S-FE)	
EAT	88(LHD 7A-FE)	 ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO 2)
E * 1	96(RHD 35 GE)	ENGINE AIRE NAM EMBINE KONN BYLL WINE (IMSINE OF BYD NO 5)
	98(RMD 3S-FE)	
	100(RHD 5S-FE)	
EDI	90(LHD)	ENGINE ROOM MAIN MIRE AND COM, WIRE (INSIDE OF R/O NO.4)
100	102(RHD)	ERGINE NOON MAIN BURE AND COME HIRE ISHOULD MY RYB NO.47

FOR COUNT POINTS

[CODE	BEE PAGE	GROUND POINTS LOCATION
-		84(LHD 38-GE)	
1	E8	86(LHD 3S-FE)	FRONT SIDE OF LEFT FENDER
		88(LHD 7A-FE)	
	ÌF	102(RHD)	R/B NO.4 SET BOLT

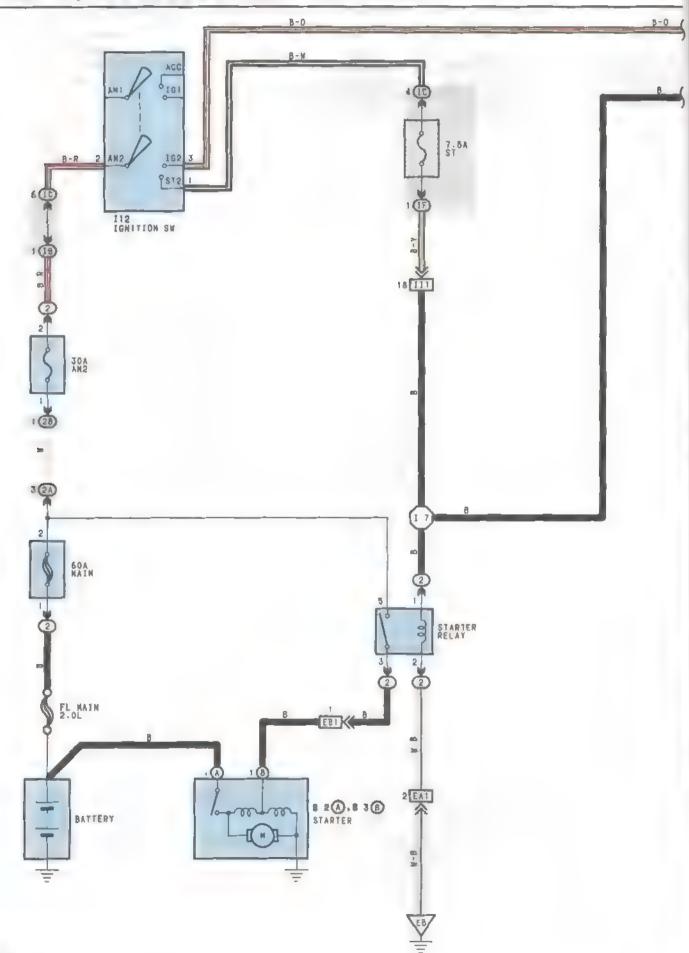
) : SPLICE POINTS

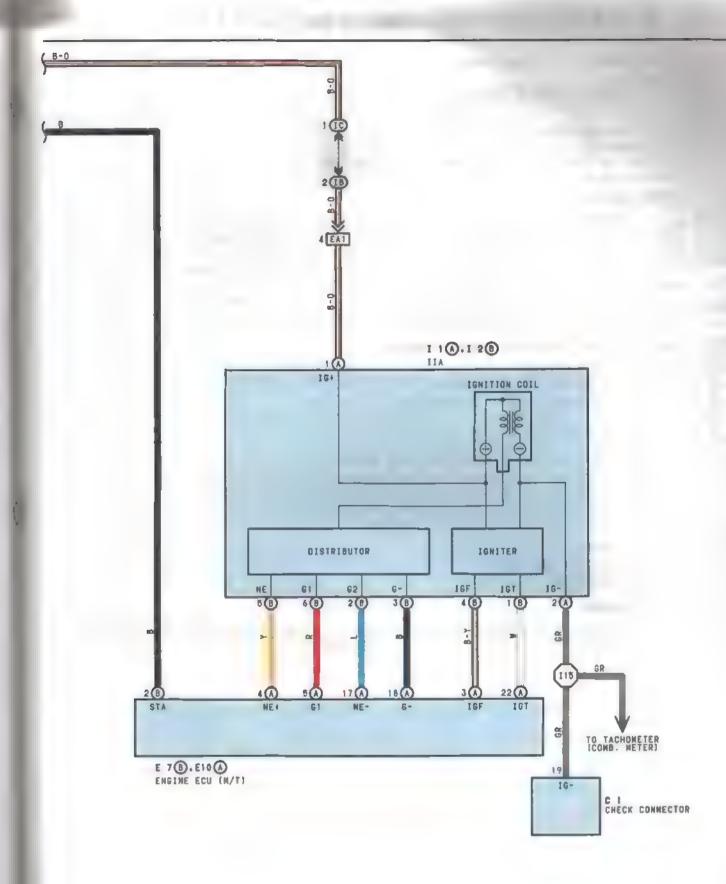
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 35-GE)	-	E 5	88(LHD 7A-FE,	ENGINE VIRE
E 1	86(LHD 3S-FE)			96(RHD 38-GE)	
	88(LHD 7A FE)	ENGINE ROOM MAIN WIRE	E11	98(RHD 3S FF)	FRGINE ROOM MAIN WIRE
	84(LHD 3S-GE)			100(RHD 59-FE)	
E 3	86(LHD 35-FE)		E18	96 (RHD 38-GE)	
	85(LHD 7A-FE)			98(RHD 38-FE)	ENGINE WIRE
E B	84(LHD 38-GE)	NGINE WIRE		100(RHD 58-FE)	
	86(LHD 38-FE)				





STARTING AND IGNITION(7A-FE)









STARTING AND IGNITION(7A-FE)

- SERVICE HINTS —

II2 IGNITION SW

2-3:CLOSED WITH THE IGNITION SW AT ON POSITION 2-1:CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

STARTER RELAY

2 3- 2 5 CLOSED WITH THE THE IGNITION SW AT ST POSITION

8 2(A.8 3(B) STARTER

POINTS CLOBED WITH THE CLUTCH START SW ON AND THE IGNITION SW AT ST POSITION

O # PARTS LOCATION

CC	DDE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C	1	68	IIA	68	8 2	68
E 7	В	70	12 3	68	8 3	68
E10	A	70	112	70		

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/8 NO.2 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	NCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IB	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IC	52(LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IF.	OE (CIIO)	tableauth there are and thrule die tent touch
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)
28		E-TOTAL ROOM HAIN SIRE AND U/D AV 2 (EMPIRE COMPARISEN) FROM LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

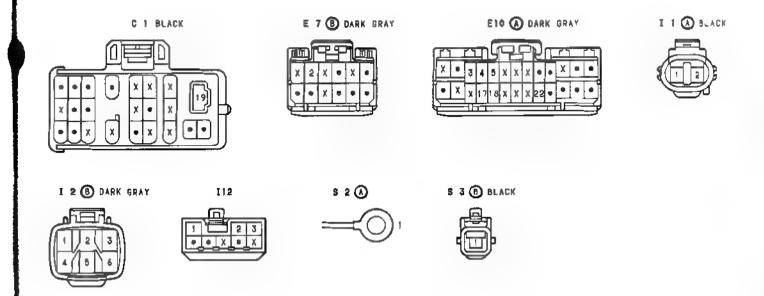
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EAI	88(LHD 7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
EB1	88(LHD 7A-FE)	ENGINE ROOM NO.2 WIRE AND ENGINE WIRE (NEAR THE STARTER)
111	92(_HD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECJ)

GROUND POINTS

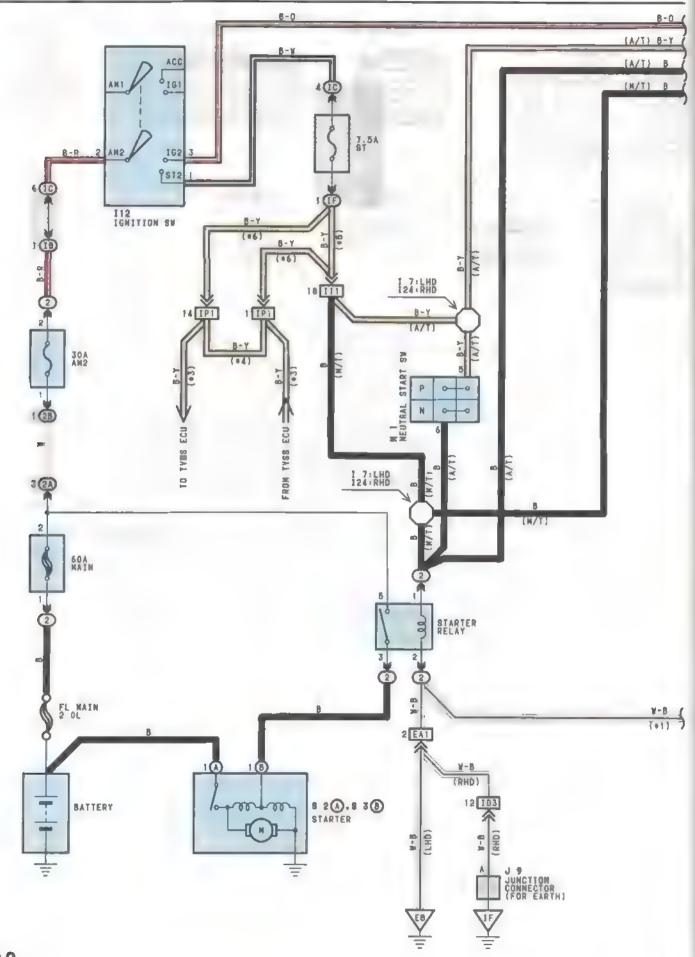
CODE	SEE PAGE	GROUND POINTS LOCATION
EB		FRONT SIDE OF LEFT FENDER

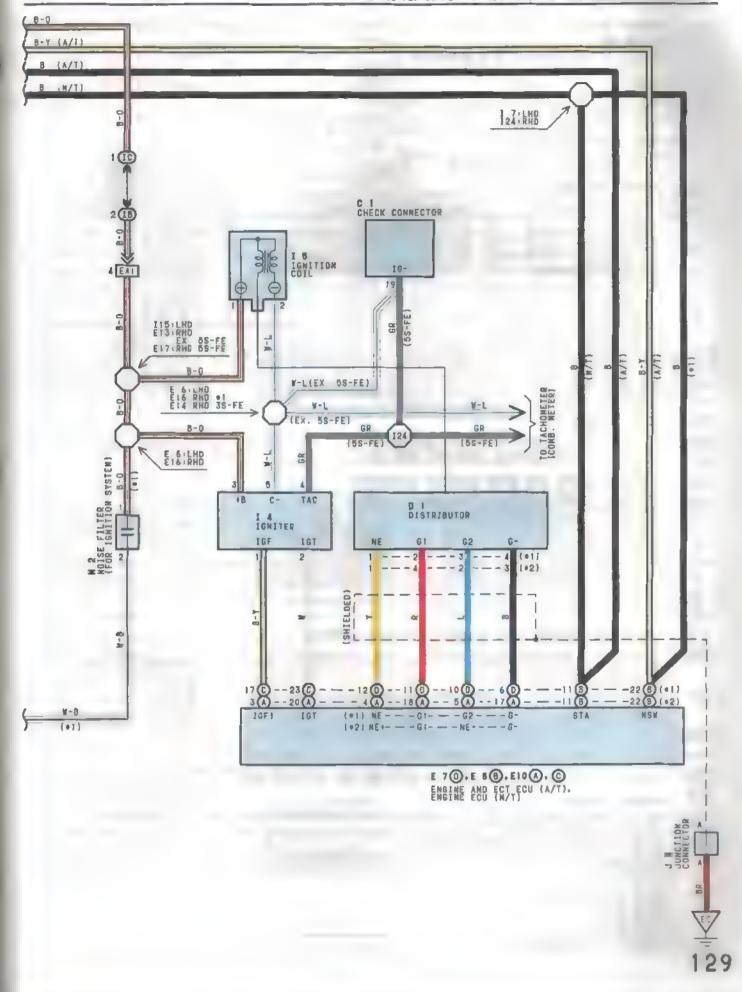
SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SFF PAGE	WIRE MARNESS WITH SPLICE POINTS
I 7	92 (THD)	ENGINE WIRE	165	92(LHD)	ENGINE WIRE



STARTING AND IGNITION(Ex. 7A-FE)









STARTING AND IGNITION(Ex. 7A-FE)

- SERVICE HINTS -

112 IGNITION SW

2 3:CLOSED WITH THE ISMITION SW AT DW OR ST POSITION 2-1:CLOSED WITH THE IGNITION SW AT $0.8\,$ PDSITION

STARTER RELAY

2 3 2 5: CLOSED WITH THE IGNITION SW AT ST POSITION

8 2(A).8 3(B) STARTER

POINTS CLOSED WITH THE CLUTCH START SW ON AND THE IGNITION SW AT ST POSITION

N 1 NEUTRAL START SW (A/T)

5-6: CLOSED WITH THE A/T SHIFT LEVER IN P OR N POSITION

O PARTS LOCATION

COD	E	SEE PAGE	CODE	SEE PAGE	COL	DE	SEE PAGE
		64(LHD 3S GE)		64(LHD 35-GE)	10	1	78(RHD 55 FE)
		66(LHD 38-FE)		66(LHD 38 -FE)			64(LHD 3S-GE)
C 1	1	74(RHD 38-9E)	I 4	74(RHD 38-GE)		2	74(RHD 38-GE)
		76(RMD 3S-FE)		76(RHD 3S-FE)			64(LHD 3S-GE)
		78 (RHD 58-FE)		78(RHD 55-FE)		A	66(LHO 3S-FE)
		64(LHD 35-SE)		64(LHD 38-GE)	8 2		74(RHD 3S-GE)
		66(LHD 3S-FE)		66(LHD 38-FE)			76(RHD 35-FE)
D 1	1	74(RHD 38-GE)	1.5	74(RHD 35-GE)			78(RHD 5S-FE)
		76(RHD 3S-FE)		76(RHD 38-FE)			64(LHD 3S-BE)
		78(RHD 5S-FE)		78(RHD 58-FE)			65(LHD 39-FE)
E 7	D	70(LHD),80(RHD)	112	70(LHD), 80(RHD)	8 3	В	74(RHD 3S-GE)
E 8	B	70(LHD).80(RHD)	0(RHD) J 4	70(LHD),80(RHD)			76(RHD 35-FE)
E10	A	70(LHD),80(RHD)	J 9	80 (RHD)			76(RHD 55-FE)
EIN L	Ç	70(LHD),60(RHD)	N 1	66(LHD 3S-FE)	1		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/8 NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

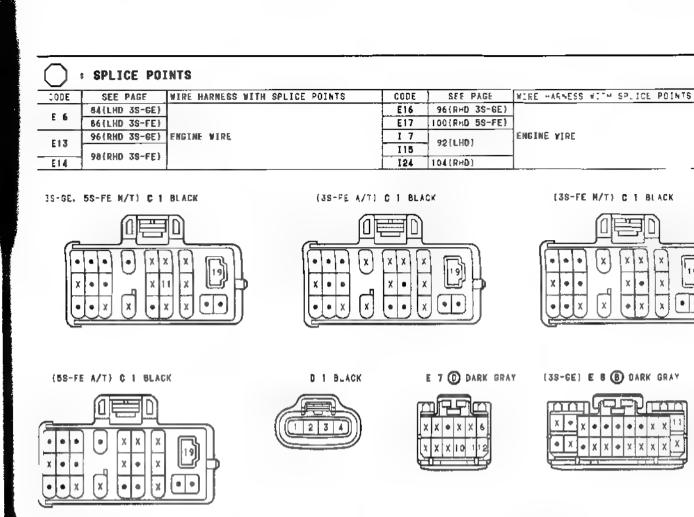
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
7.0	52(LHO)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
18	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
7.0	52(LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IC	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
7.5	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IF	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
2Å	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
26		LEGGINE ROUM WAIN BIRE AND OVE NO.2 (ENGINE COPPARIMENT PROMI LEFT)

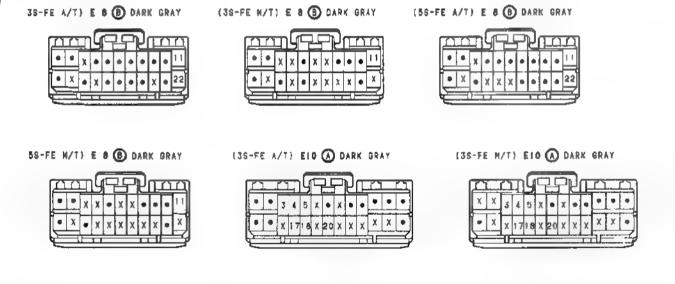
- CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)							
	84(LHD 3S-GE)								
	86(LHD 3S-FE)								
EAT	96 (RHD 35-GE)	ID 35-GE) ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)							
	98(RHD 35 FE)								
	100(RHD 5S-FE)								
103	102(RHD)	ENGINE ROOM MAIN WIRE AND COW. WIRE (INSIDE OF R/B NO.4)							
111	92 (LHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)							
111	104(RHD)	EMPTHE BILL NAME TABLICOGUI, CAMPE AND TABLIC TOPS							
IPI	104(RHD)	TYSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)							

: GROUND POINTS

CODE	SFF PAGE	GROUND POINTS LOCATION
EB	84(LHD 3S-GE)	FRONT SIDE OF LEFT FENDER
ED	86(LHD 39-FE)	FROM SIDE OF BETT FERDER
	84(LHD 3S GE)	
	86(LHD 3S-FE)	
EC	88(LHD 7A-FE)	INTAKE MANIFOLD
EC	96(RHD 3S GE)	INIBRE MUNITORN
	98(RHD 3S-FE)	
	100(RHD 55-FE)	
IF	102(RHD)	R/B NO.4 SET BO.T





(58-FE M/T) E10 (A) DARK GRAY

3 4 5 X

.55-FE A/T) E10 (A) DARK GRAY

[38-GE) E10 (C) DARK GRAY

19

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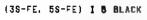




STARTING AND IGNITION(Ex. 7A-FE)























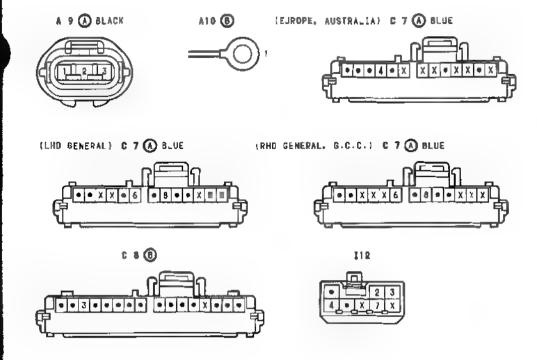




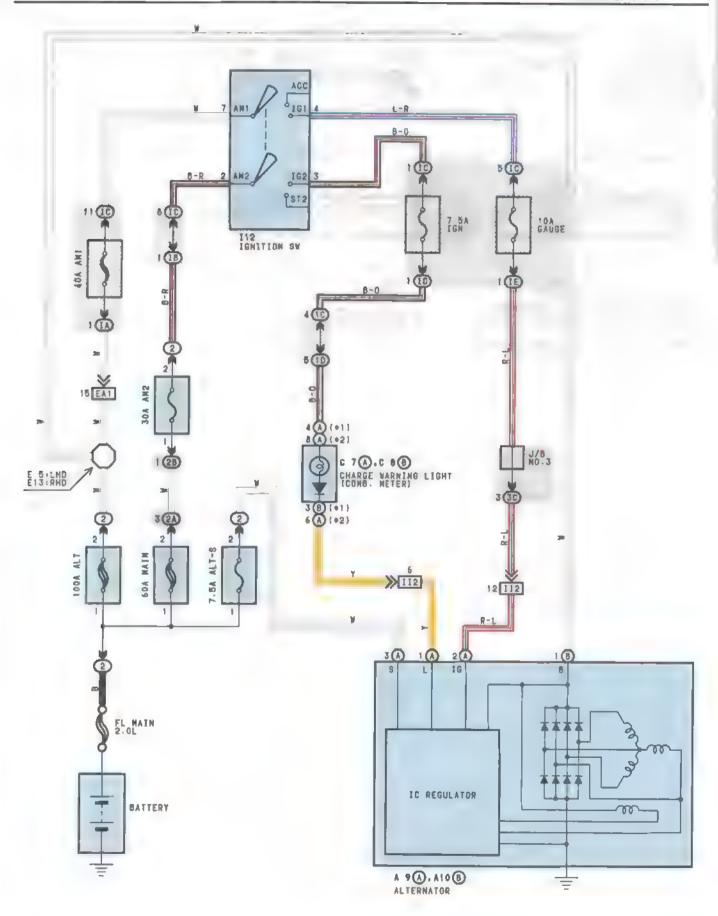












- SERVICE HINTS -

A 9 (A) ALTERNATOR

- (A)3-GROUND:13.9-15.1VOLTS WITH THE ENGINE RUNNING AT 2000 RPM AND 25°C(77°F) 13.5-14.3VOLTS WITH THE ENGINE RUNNING AT 5000 RPM AND 115°C(239°F)
- (A) 1-GROUND: 0-4YOUTS WITH THE IGNITION BY AT DA POSITION AND THE ENGINE HOT RUNNING

O | PARTS LOCATION

COĐE		SEE PAGE		CODE		SEE PAGE		DE	SEE PAGE
		64 LHD 3S-GE)	A 9	A	78 (RHD	5S-FE)	AIO		76(RHD 3S-FE)
	A	66(LHD 38-FE)		8	64 (LHD	35-6E)	AIV	_ B	78 (RHC 5S FE)
4 9		68(LHD 7A FE)	A10		66{LHD	35 FE)	C 7	A	70(LHD).80(RHD)
		74(RHD JS-GE,			68 (LHD	7A-FE)	C 8	В	70(_HD),80(R4D)
		76(RHD 38-FE)			74 (PHD	38-GE)	I	2	70(_HD),80(RHD)

- RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)	1
_ 2	60	R/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)	1

_ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR EGGATION)
IA	52(LH3)	EMGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
18	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
_ 16	52(RHD)	ENGINE ROOM NAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
7.0	52(LHD)	INSTRUMENT PANEL WIRE AND IMPAME J/B (LEFT KICK PANEL)
IC	52(RHD)	INSTRUMENT PAMEL WIRE AND IMPANE U/B (RIGHT KICK PAMEL)
ID	52(LHD)	INSTRUMENT PAME, WIRE AND INPAME J/B (_EFT KICK PAMEL)
10	52(RAD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
16	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56 (RHD)	INSTRUMENT PANEL WIRE AND JB WG-1 , RIGHT KICK PANEL)
	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO. ((LEFT KICK PANEL)
1.0	56 (RHD)	INSTRUMENT PANE, MIRE AND U/B NO.1 (RIGHT KICK PANEL)
2A	40	THE THE DOOR HATH VERY IND. IN SEC. THOUSE AND ADDRESS FROM A PERSON.
28	160	ENGINE ROOM MAIN WIRE AND J/B MO.2 (ENGINE COMPARTMENT FRONT LEFT)
30	58	INSTRUMENT PANE, WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANE, CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EAI	84(_HD 3S_GE) 86(_HD 3S-FE) 88(_HD 7A-FE) 96(RHD 3S-GE) 98(RHD 3S-FE) 100(RHD 5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
112	92(LHD) 104(RHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS	WITH SPLICE POINTS
E 6	84(LHD 38-GE) 86(LHD 38-FE) 88(LHD 7A-FE)	ENGINE HIRE	E13	96 (RHD 38-GE) 98 (RHD 35 FE) 100 (RHD 55-FE)	ENGINE WIRE	



🥏 ENGINE CONTROL(38-GE)

SYSTEM OUTLINE -

THE ENGINE CONTROL BYSTEM JILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFE MATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. TWUS THE ENGINE COOLANT TEMP. IS IMPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPLT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN SENSOR DETECTS THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL OX OF THE ENGINE EC...

[4] THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL WTA OF THE ENGINE ECJ. OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(5) SPEED BENSOR SIGNAL BYSTEM

THE SPEED SENSOR. INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU.

(6) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL ACT OF THE ENGINE ECU.

(7) BATTERY SIGNAL SYSTEM

YOUTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU

[8) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE ECJ

(9) STA SIGNAL SYSTEM

TO COMPIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE BIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER. HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELB AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

* EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFF SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (10)) INPUTS TO THE ENGINE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS \$10, \$20, \$30 AND \$40 OF THE ENGINE ECU, CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE FCC, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS

. IDLE UP AIR CONTROL (ISC) SYSTEM

THE 1DLE AIR CONTROL (1SC) SYSTEM INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ETC. THE ENGINE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 6, 10)), OUTPUTS CURRENT TO TERMINAL RSC AND RSO. AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

. A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW FAGINE SPEED. THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR AND THROTTLE VALVE OPENING ANGLE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU RECEIVES INPUT SIGNALS (4.5, AND 8), AND OUTPUTS SIGNALS TO TERMINAL ACT.

3. DIAGNOSIS SYSTEM

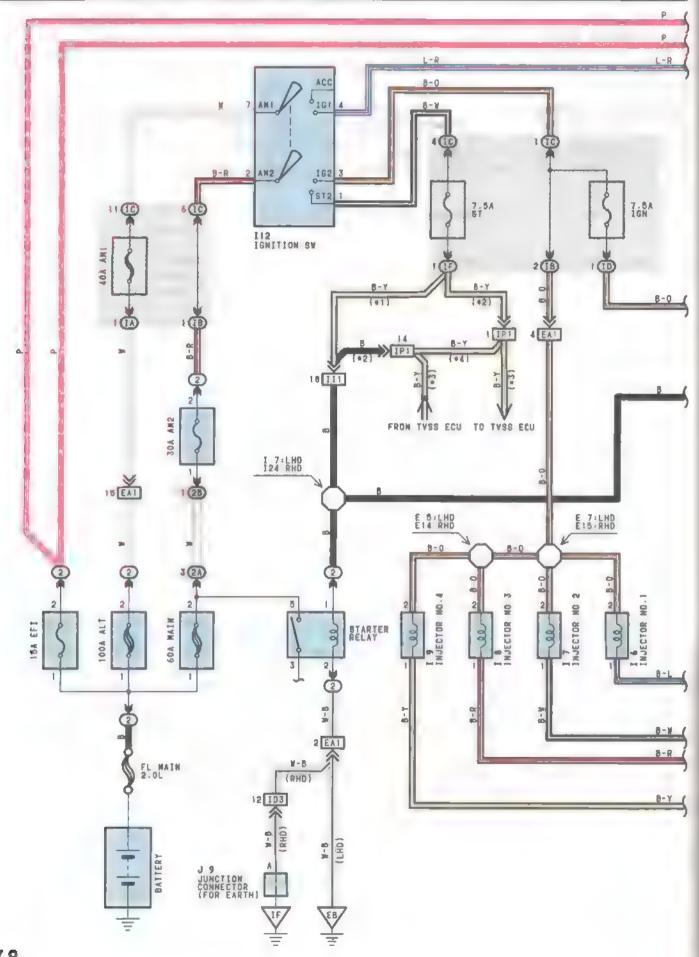
WITH THE DIAGNOSIS BYSTEM, WHEN THERE IS A NALFUNCTION IN THE ENGINE ECU SIGNAL SYSTEM. THE MALFUNCTIONING SYSTEM IS RECORDED IN THE NEWCRY, THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

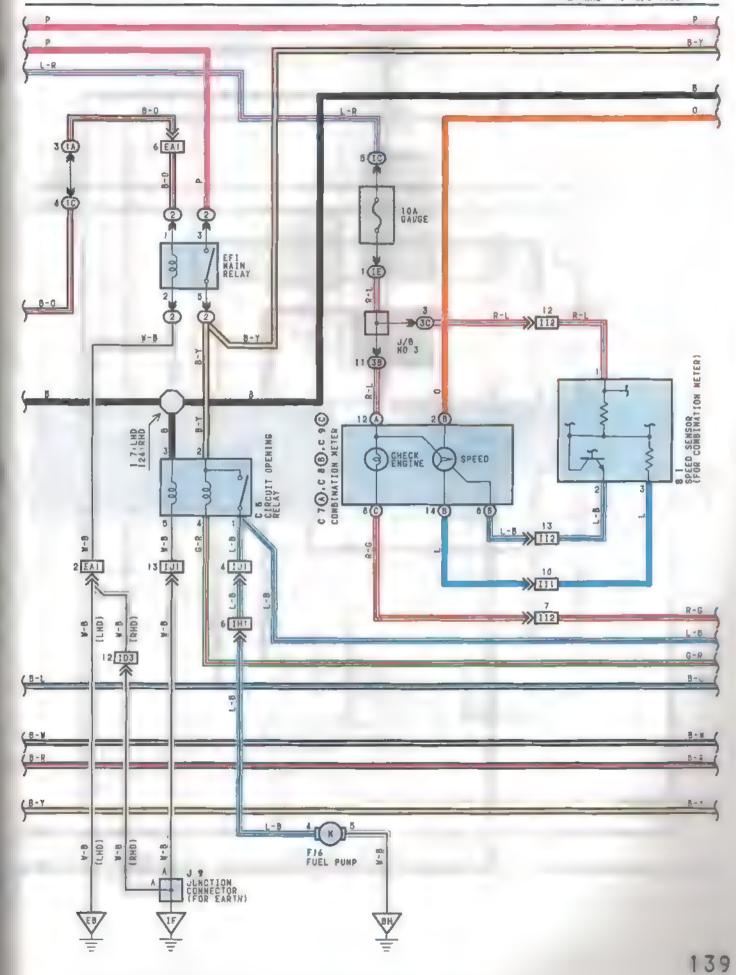
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM. IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU MEMORY OR ELSE STOPS THE ENGINE.



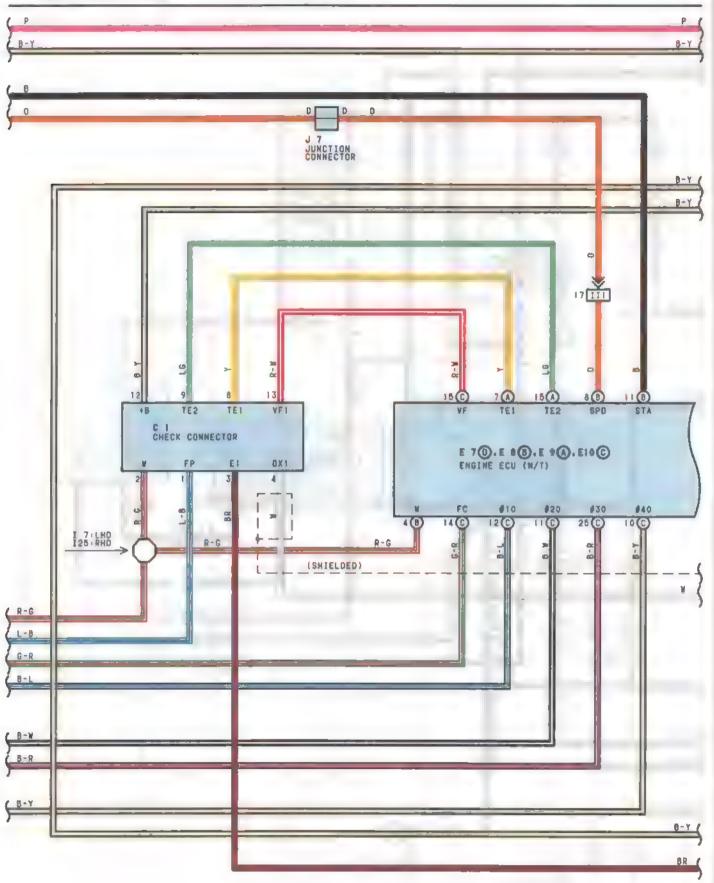
ENGINE CONTROL (3S-GE)

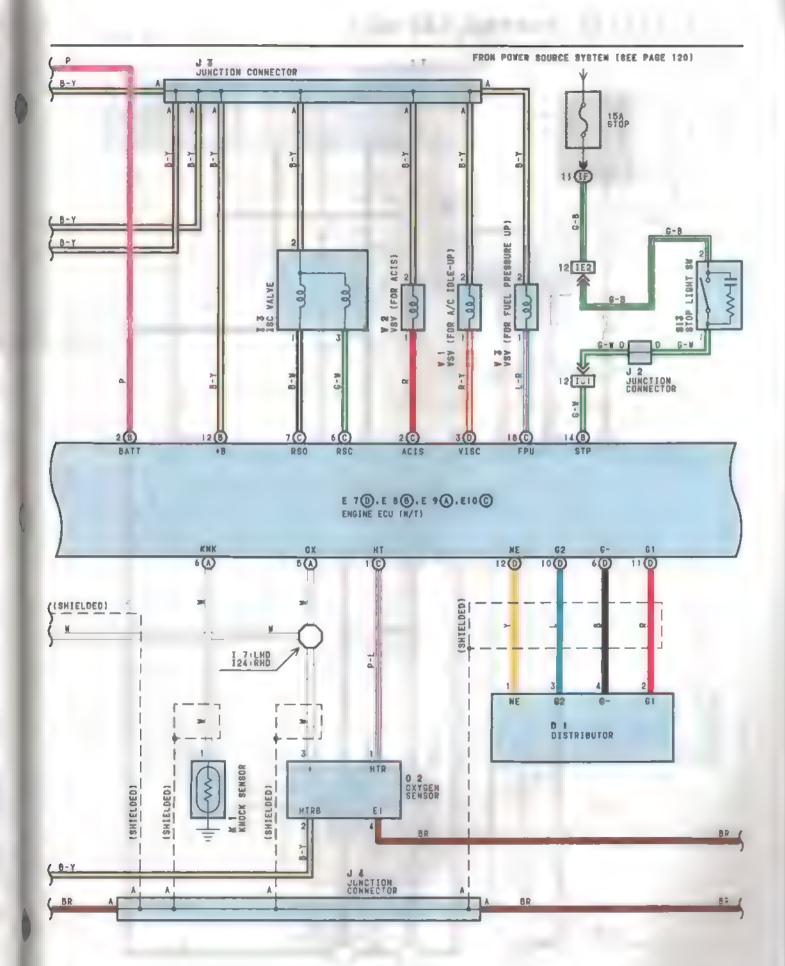






ENGINE CONTROL (3S-GE)

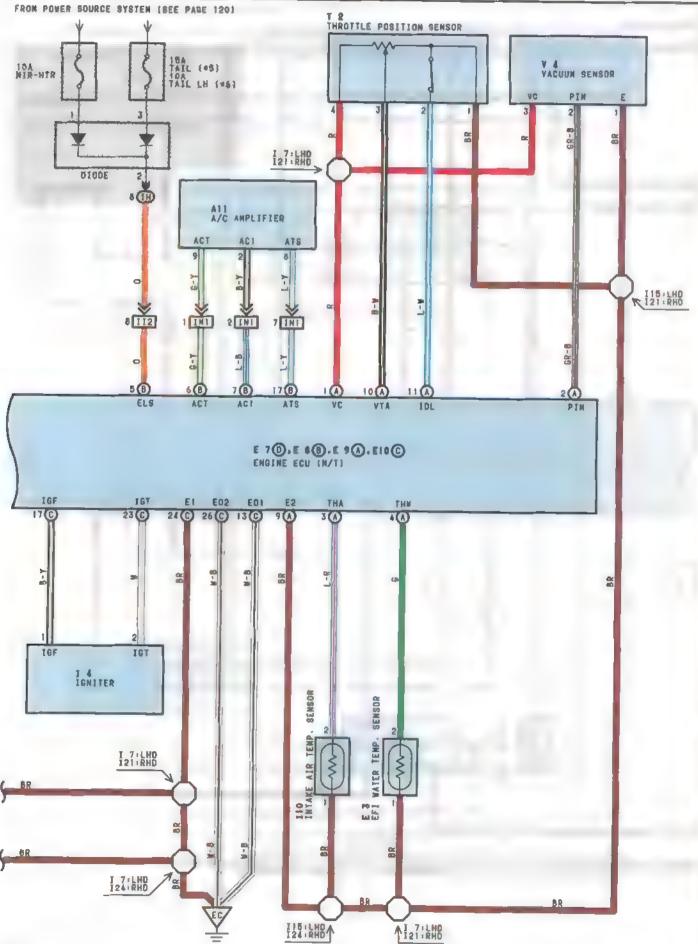






ENGINE CONTROL (3S-GE)

46 IEX. GERHANY



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SERVICE HINTS
E 70 . E 8 B . E 9 A . E10 C ENGINE ECU (M/T)
 BATT-EL: ALWAYS 9.0-14.0YOLTS
   +8-E1:9.0-14.0VOLTS (IGNITION SW AT DK POSITION)
  IDL-E2:9.0-14.0VOLTS (IGNITION RW ON AND THROTTLE VALVE OPEN)
  VC-E2:4.6- B.BVOLTS (IGNITION SW AT ON POSITION)
 VTA-E2:0.3- 0.6VOLTS (ISNITION SW OR AND THROTTLE VALVE FULLY CLOSED)
       13.2- 4.9YOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 PIN-E2:3.3- 3.940LT8 (IGNITION SW AT DM POSITION)
#10, #20, #30, #40-E01, E02:9.0-(4.0VOLTS (IGNITION SW AT ON POSITION)
 THA-E2:0.5- 3.4VOLTB (IGNITION SW ON AND INTAKE AIR TEMP. 20°C. 66°F)
  THW-E2:0.2- 1.0VOLTS (IBNITION SW ON AND COOLANT TEMP 80°C, 176°F)
  STA-E1:6.0-14.0YOLTS (ENGINE CRANKING)
  IGT-E1:0.8- 1.2YOLTS (ENGINE CRANKING OR IDLING)
    W-E1:9.0-14.0YOLTS (NO TROUBLE AND ENGINE RUNNING)
  ACT-E1:4.5- B.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
  ACT-ET: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
  RSO, RSC EL 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
  TEI-E1:9.0-14.0YOLTS (ISMITION SW ON AND CHECK CONNECTOR TEI-E) NOT CONNECTED)
          0 3.0 YOLTS (IGNITION SW ON AND CHECK CONNECTOR TEI-EI CONNECTED)
 RESISTANCE OF ENGINE ECU WIRING CONNECTORS
 (DISCONNECT WIRING CONNECTOR)
 IDL-E2: INFINITY (THROTTLE VALVE OPEN)
         2.3KO OR LESS [THROTTLE VALVE FULLY CLOSED]
  VTA-E2 3.3-10.0Kg (THROTTLE VALVE FULL) OPEN)
        0.2-0.8Km (THROTTLE VALVE FULLY CLOSED)
   VC-F2:3.0 7.0KG
  THA-E2 2.0-3.0Kg (INTAKE AIR TEMP. 20°C, 68°F)
  THW-E2.0.2-0.4KO (COO_ANT TEMP. 80°C, 176°F)
  G1 - G-:0.17 0.21K0
 RSO. RSC +8:19 3-22.30
 C 5 CIRCUIT OPENING RELAY
 1-2: CLOSED WITH THE STARTER RUNNING
EFI MAIN RELAY
23-26 CLOSED WITH THE IGNITION SW AT ON OR ST POSITION
E 3 EFI WATER TEMP. SENSOR
 1-2:10:0-20:0KD (-20°C: -4°F)
      4.0- 7.0Kg ( 0°C, 32°F)
     2.0- 3.0Kg ( 20°C,
                         60°F)
      0.9- 1.3Kg ( 40°C, 104°F)
      0.4- 0.7Kg ( 60°C, 140°F)
     0.2- 0.4Kg ( 80°C, 176°F)
 I 6. I 7. I 8. I 9 INJECTOR
 1-2:APPROX. 13.80
 1 2 THROTTLE POSITION SENSOR
 3-1:0.2-5.7KG WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW OWN (OIN ,
 2 1:LESS THAN 2.3KO WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.5MM (0.02IN.)
     WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0.7MM (0.0281N.,
 3-1:2.0-10.2KD WITH THE THROTTLE VALVE FULLY OPEN
```

O : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A11		701.HD2.80(RHD)	F16	72(LHO),82(RHO)	J 7	70(LHD,,80(RHD)
C 1		64, LHD), 74(RHD)	I 3	64(LHO), 74(RHO)	J 9	70(LHD), 80(RHD)
C 5	i	70(_HD),80(RHD)	I 4	64(LHD).74(RHD)	K 1	64(LHD), 74{RHD;
C 7	A	70(_HD),80(RHD)	I 6	64(LHD), 74(RHD)	0.2	64(LHD), 74(RHD)
C 8	B	70(LHD),80(RHD)	17	64(LHD), 74(RHO)	\$ 1	64(LHD),74(RHD)
C 9	C	70(LHD),80(RHD)	I a	64(LHD).74(RHD)	813	70(_HD),80(RHD)
D 1		64(LHD), 74(RHD)	I 9	64(LHD), 74(RHO)	T 2	64(LHD).74(RHD)
E 3	1	64(LHD), 74(RHD)	110	64(LHD), 74(RHD)	V 1	64(LHD),74(RHD)
E 7	D	70(LHD), 80(RHD)	112	70(LHD).80(RHD)	V 2	64(_HD),74(RHD)
E 0	В	70(LHD), 80.RHD)	J 2	70(LHD).80(RHD)	V 4	64(LHD), 74(RHD)
E 9	A	70(LHD),80(RHD)	J 3	70(LHD).80(RHD)		
EIO	С	70(LHD),80(RHD)	J	70(LHD).80(RHD)		

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)



ENGINE CONTROL(3S-GE)

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)			
7.4	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)			
IA	52 (RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)			
18	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)			
10	52(RHD)	ENSINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)			
10	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)			
16	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)			
10	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)			
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPAKE J/B (RIGHT KICK PANEL)			
IE	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)			
16	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)			
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)			
11	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)			
2A	en.	ENGINE ROOM MAIN WIRE AND J/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)			
2B	2B 60 ENGINE ROOM MAIN WIRE AND J/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)				
3 B	58	INSTRUMENT PANEL WIRE AND J/B NO 3 (BEH)NO THE INSTRUMENT PANEL CENTER)			
3C	30	AND ROBERT FARE BARE AND WAS AS A LABORATOR THE AND ROBERT FARE GENTLE.			

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	OINING WIRE HARNESS AND WIRE HARNESS (COMMECTOR LOCATION)					
EA1	84(LHD 35-GE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)					
EAI	96(RHD 35-GE)	CHOINE WIRE AND CHOINE ROUN MAIN WINE (INSIDE OF R/D NO.2)					
TD3	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)					
181	90(LHD)	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)					
181	102(RHD)	COWL WIRE AND FLOOR WIRE (RIGHT KICK PANE.)					
771	92(LHD)						
III	104(RHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)					
110	92(LHD)	MOSTE BIRE AND INDIRAMENT FAMEL WINE THEN THE EMPINE ECO!					
112	194 (RHD)						
111	92(LHD)	ENGINE WIRE AND COW, WIRE (BEHIND THE ABS ECL)					
101	104 (RHD)	ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU)					
IPI	104 (RHD)	VSS NO. I SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)					

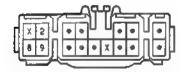
V : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION				
EB	84 (LHD 35-6E)	FRONT SIDE OF LEFT FENDER				
	96(RHD 3S-GE)	FROM SIDE OF BELL FROM				
1F	90 (LHD)	R/B NO.4 SET BOLT				
11	102(RHD)	ATO NOT DEL BOUT				
BH	94(LHD)	JNDFR THE LEFT CENTER PILLAR				
PH	106 (RHD)	UNDER THE RIGHT CENTER PILLAR				

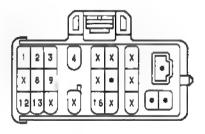
: SPLICE POINTS

	_					
[CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	E 6	84(LHD 35-GE)	ENGINE WIRE	I15	92(LHD)	ENGINE WIRE
[E 7			I21		
[E14	96(RHD 3S-GE)		124	104 (RHD)	EMOTHE WIRE
	E15			I25		
- [I 7	92(LHD)				



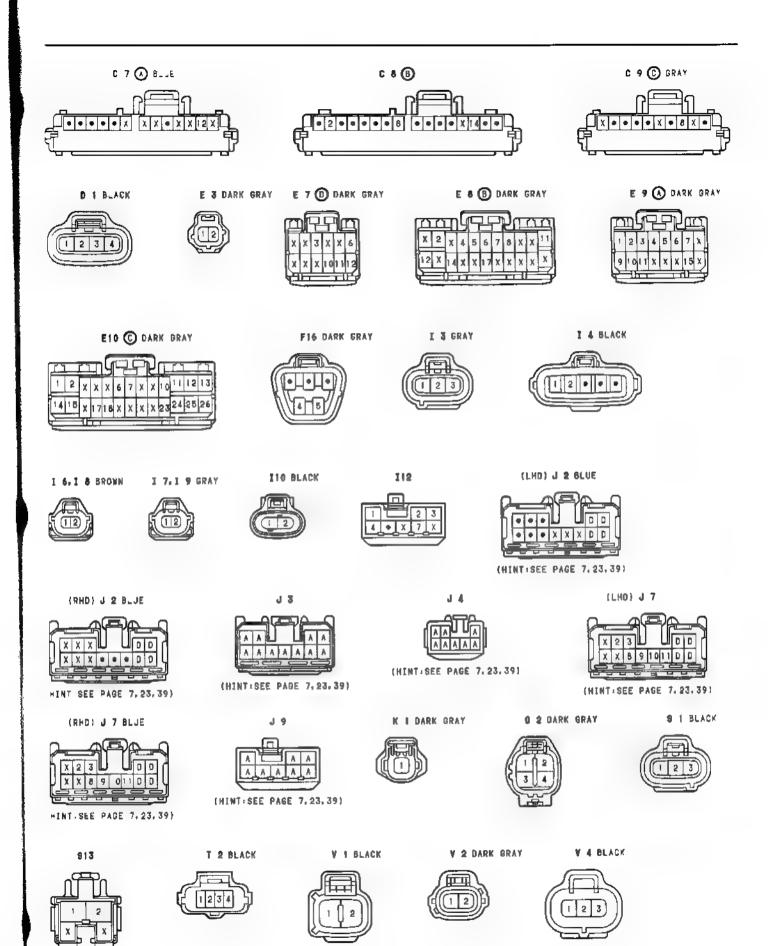


C I BLACK



¢ 5 DARK GRAY







- SYSTEM OUTLINE -

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE ETC. AN OCTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFF WATER TEMP, SENSOR DETECTS THE ENGINE CODEANT TEMP, AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE CODEANT TEMP, THUS THE ENGINE CODEANT TEMP, IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE EC. OR ENGINE AND ECT ECU.

[2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS IMPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU OR ENGINE AND ECT ECL.

(3) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE. NHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL VTA OF THE ENGINE ECU OR ENGINE AND ECT ECU, OR WHEN THE VALVE IS FULLY CLOSED. TO TERMINAL IDL.

(4) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED ENSIDE THE COMBINATION METER. DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU OR ENGINE AND ECT ECU

(5) NEUTRAL START SW SIGNAL SYSTEM

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO TERMINAL STAR OF THE ENGINE AND ECT EQU

(6) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL ACT OF THE ENGINE ECU OR ENGINE AND ECT ECU

(7) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU OR ENGINE AND ECT ECU. WHEN THE IGNITION SW IS TURNED TO DW. VOLTAGE FOR ENGINE ECU OR ENGINE AND ECT ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU OR ENGINE AND ECT ECU

(B) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(9) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING. THE YOUTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFORGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

* EFT (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFF SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (10)) [APLTS TO THE ENGINE ECU OR ENGINE AND ECT ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU OR ENGINE AND ECT ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS DUTPUT TO TERMINALS \$10 AND \$20 OF THE ENGINE ECU OR ENGINE AND ECT ECU. CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU OR ENGINE AND ECT ECU. FINELY CONTROLS FJEL INJECTION IN RESPONSE TO DRIVING CONDITIONS

* IDLE-UP AIR.CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) SYSTEM INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ETC. THE ENGINE ECU OR ENGINE AND ECT ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 4.10)), DUTPUTS CURRENT TO TERMINAL RSC AND RSD, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE)

. A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED. THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR, THROTTLE VALVE OPENING ANGLE AND INTAKE MANIFOLD PRESSIRE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE

THE ENGINE ECU OR ENGINE AND ECT ECU RECEIVES INPUT SIGNALS (3,4 AND 8), AND OUTPUTS SIGNALS TO TERMINAL ACT.

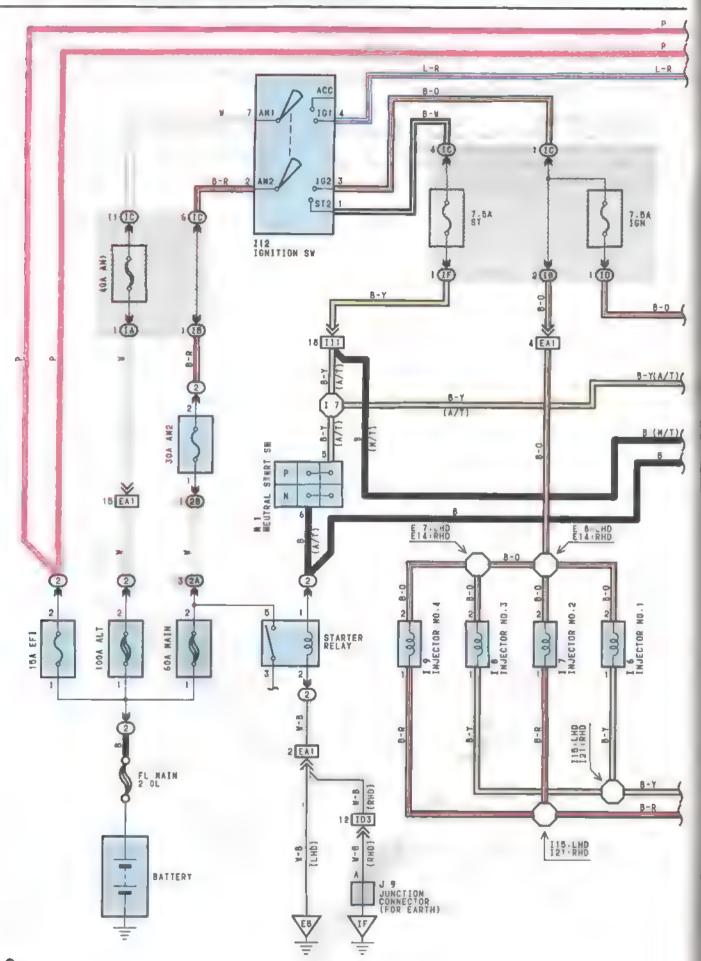
3. DIAGNOSIS SYSTEM

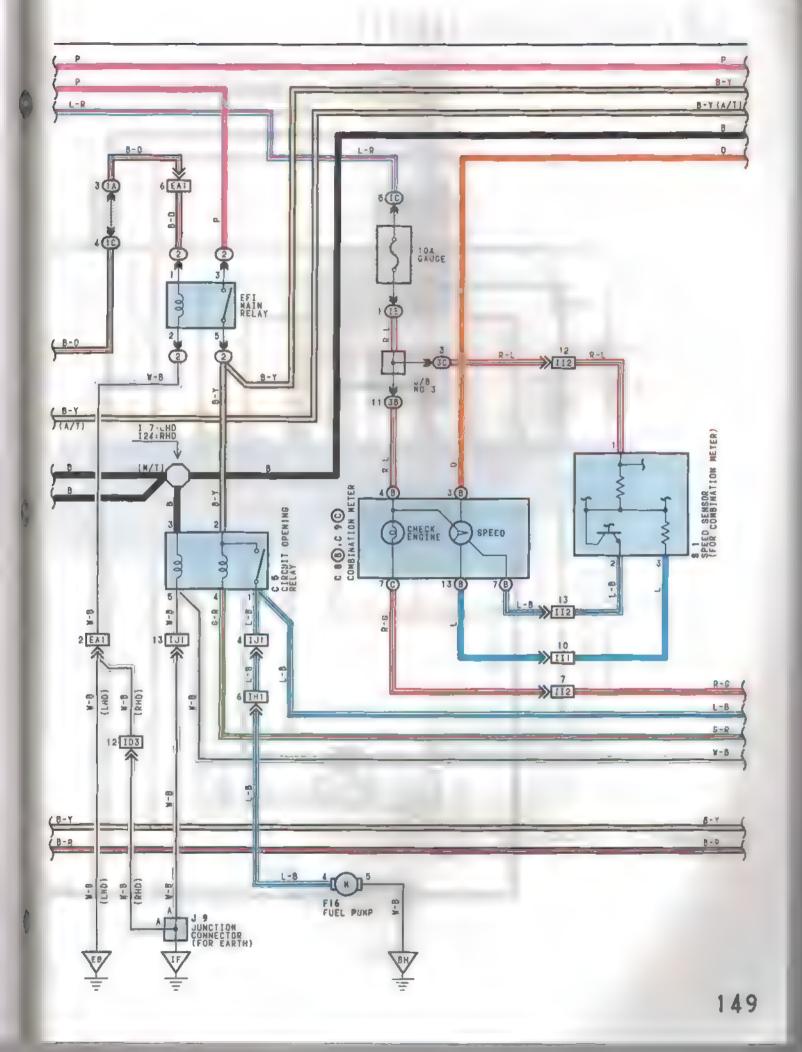
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE ECU OR ENGINE AND ECT ECU SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

4. FAIL-SAFE SYSTEM

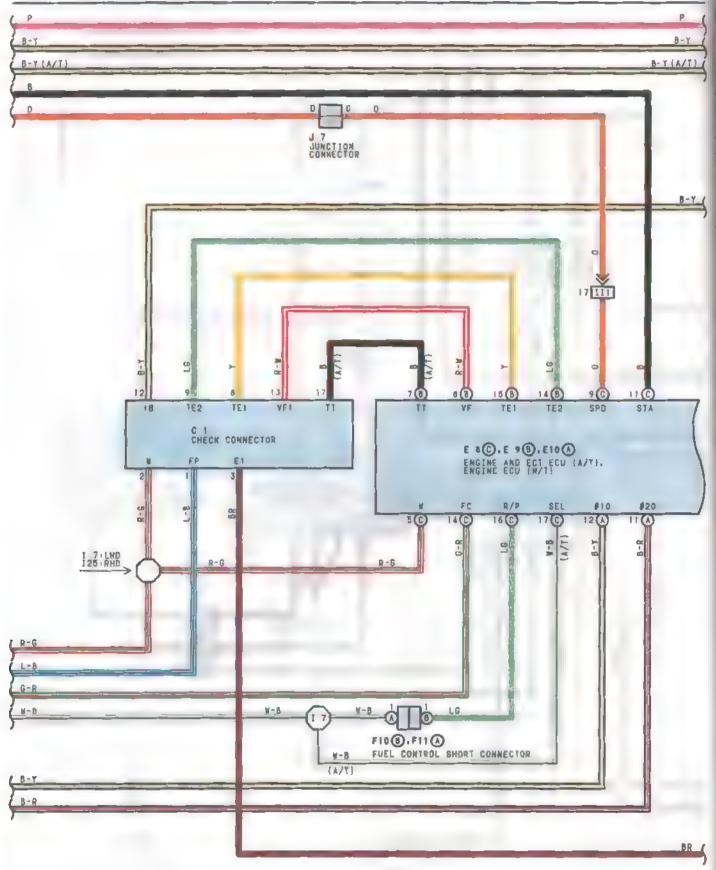
WHEN A HALFUNCTION DECURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM. THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU OR ENGINE AND ECT ECU MEMORY OR ELSE STOPS THE ENGINE.

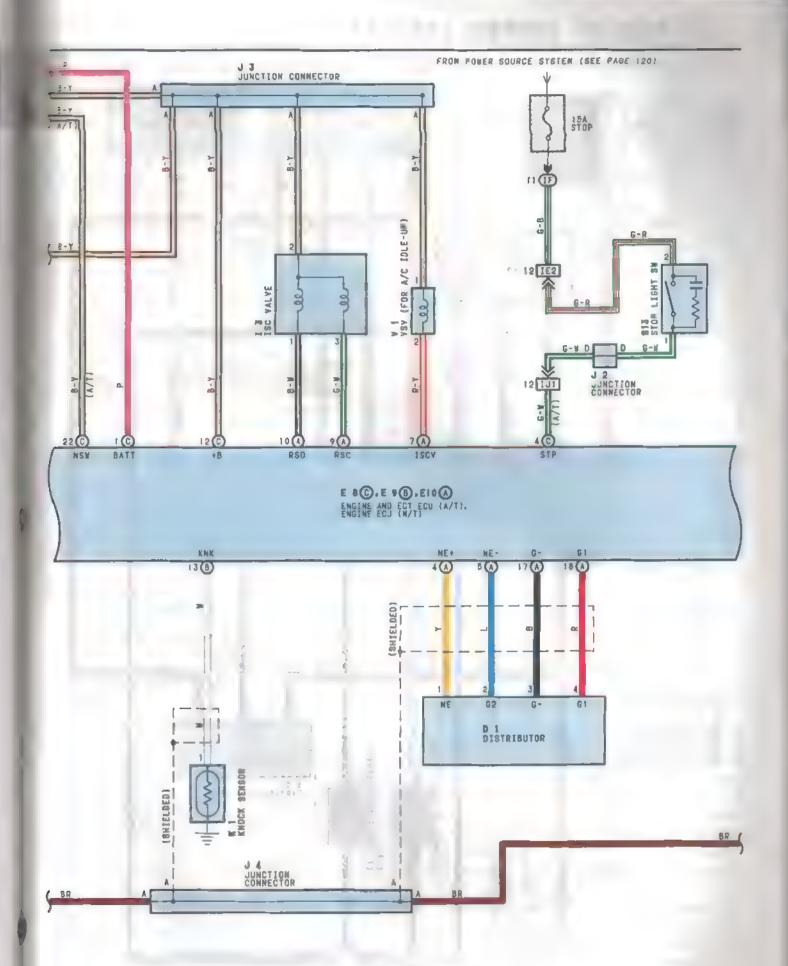




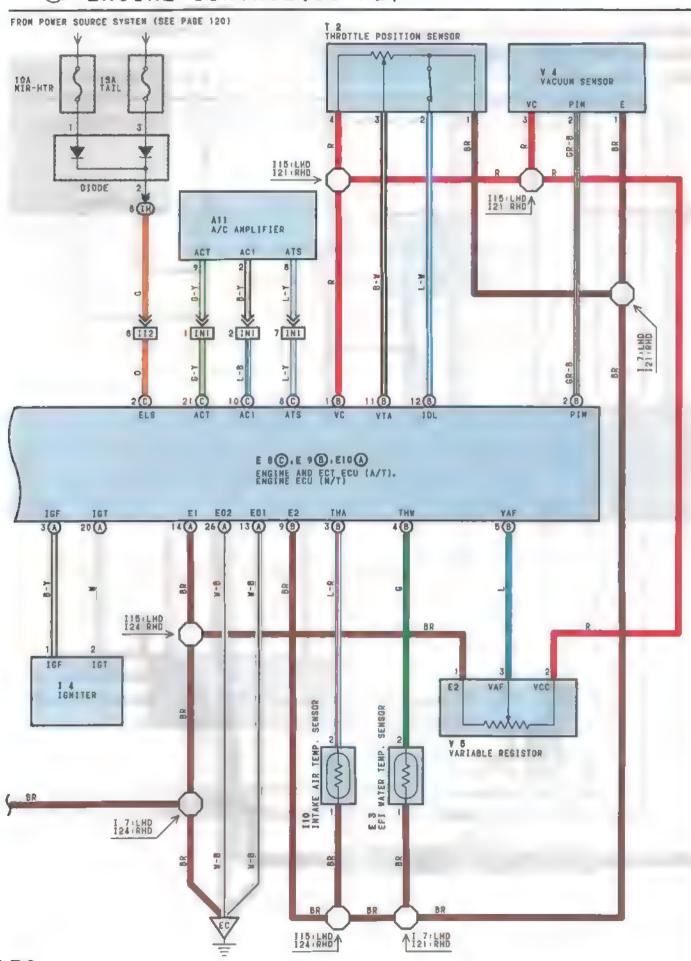












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SERVICE HINTS
 E 8 O. E 9 D. E10 (A) ENGINE AND ECT ECU (A/T). ENGINE ECU (M/T)
 BATT-E1: ALMAYS 9-0-14-0VOLTS
   +B-E1:9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
  IDL-E2:9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN
   VC-E2:4.5- B.SVOLTS (IGNITION SW AT ON POSITION)
  VTA-E2.0.3- 0.8VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
        :3.2- 4.9YOLTS , IGNITION SW ON AND THROTTLE VALVE OPEN
  PIM-E2 3.3 3.9VOLTS (IGNITION SW AT ON POSITION)
 $10, $20 E01, E02:9.0-14.0VOLTS (IGNITION SW AT ON POSITION
  THA-E2 0.5- 3.4 VOLTS (IGNITION SW ON AND INTAKE AIR TEMP 20°C. 68°F)
THW-E2:0.2- 1.0 VOLTS (IGNITION SW ON AND COCLANT TEMP 80°C. 176°F)
  STA-E1.6.0 14.0VOLTS (ENGINE CRANKING)
  IGT-E1:0.8- 1.2VOLTS (ENGINE CRANKING OR TOLING)
    W-E1:9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
  ACT-E1:4.5- 5.590_TB (IGNITION SW ON AND AIR CONDITIONER CH
  ACT-ET: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER CH
  RSO, RSC-E1:9-0-14.0VOLTS (IGNITION SW AT ON POSITION.
  TE1-E1-9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E' NCT CONNECTED)
0- 3.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE'-E' CONNECTED)
N8W-E1: 0- 3.0VOLTS (IGNITION SW ON AND NEUTRAL START SW FCSITION P OR N RANGE)
          9.0-14.0VOLTS (IGNITION SW ON AND NEUTRAL START SW EX POSITION P AND N RANGE)
 RESISTANCE OF ENGINE ECU WIRING CONNECTORS
 (DISCONNECT WIRING CONNECTOR)
  IDL-E2 INFINITY (THROTTLE VALVE OPEN
          2.3KO OR LESS (THROTTLE VALVE FULLY CLOSED)
  VTA-E2 3.3 10.0Km (THROTTLE VALVE FULLY OPEN)
          Q.2-0.8KD (THROTTLE VALVE FULLY CLOSED)
   VC-E2:3.0-7.0KG
  THA-E2 2.0 3.0Kn (INTAKE AIR TEMP 20°C, 68°F)
  THE-E2:0.2-0.4KG (COOLANT TEMP. 60°C. 176°F)
  G1 - G-:0-17-0.21KD
 RSO, RSC-+B:19-3-22.30
 C & CIRCUIT OPENING RELAY
 1-2:CLOSED WITH THE STARTER RUNNING
EFI MAIN RELAY
(2)3-(2)5:CLOSED WITH THE IGNITION SW AT ON OR ST POSITION
E 3 EFI WATER TEMP. SENSOR
 1-2 10.0 20.0Kg (-20°C.
                            -4°F)
      4.0- 7.0Kg ( 0°C, 32°F)
      2.0- 3.0Kg ( 20°C,
                            68°F)
      0.9- 1.3Kn ( 40°C. 104°F)
      0.4- 0.7Kn ( 60°C. 140°F)
      0.2- 0.4Kn ( 80°C, 176°F)
1 6.1 7,1 8.1 9 INJECTOR
 1-2:APPROX. 13.80
 T 2 THROTTLE POSITION SENSOR
 3-1:0.2-8.7%0 WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW ONN (OIN.) 2-1:LESS THAN 2.3%0 WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.5MM (0.021N.)
     WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW G.7NH (0.0201M.)
3-1:2.0-10.2KG WITH THE THROTTLE VALVE FULLY OPEN
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O + PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A11	70(LHD),80(RHD)	13	76(RHD 3S-FE)	J 7	70(LHD).60(RHD)
	66(LHD 3S-FE)		66(LHD 38-FE)	J 9	70(LHD), 80(RHD)
C 1	76(RHD 3S-FE)	I 4	76(RHD 35-FE)		66(LHD 38-FE)
C B	70(LHD), 60(RHD)		66(LHD 38-FE)	К 1	76(RHD 3S-FE)
C 6 , 5	70(LHD), 80(RHD)	I 6	76(RHD 38-FE)	N 1	66(LHD 35-FE)
C 9 C	70(LHD).80(RHD)		66(LHD 3S-FE)		66(LHD 3S-FE)
	66(LHD 3S-FE)	1 7	76(RHD 38-FE)	8 1	76(RHD 38-FE)
D 1	76(RHD 38-FE)		66(LHD 38-FE)	813	70(LHD), 80(RHD)
	66(LHD 39-FE)	1 8	76(RHD 3S-FE)		66(_HD 38-FE)
E 3	76(RHD 3S-FE)	7.0	66(LHD 38-FE)	Т 2	76(RHD 38-FE)
E 8 C	70(LHD), 80(RHD)	1 9	76(RHD 38-FE)	W 4	66(_HD 3S-FE)
E 9 B	70(LHD).80(RHD)	7.00	66(1 HD 35 FE)	V 1	76(RHD 3S-FE)
E10 A	70(LHD),80(RHD)	110	76(RHD 38-FE)	V 4	66(LHD 3S-FE)
F10 B	70(LHD).80(RHD)	112	70(LHD).80(RHD)		76(RHD 3S-FE)
FII A	70(LHD),80(RHD)	J 2	70(LHD), 80(RHD)	V 5	66(LHD 3S-FE)
F16	72(LHD),82(RH3)	J 3	70(LHD),80(RHD)		76(RHD 3S-FE)
I 3	66(LHD 38-FE)	J 4	70(_HD), 80(RHD)		



C : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/8 NO 2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
	52 (LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IA	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE L/B (RIGHT KICK PANEL)
IB	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE U/B (LEFT KICK PANE.)
1.0	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE U/B (RIGHT KICK PANEL)
IC	62(LHD)	INSTRUMENT PANEL WIRE AND INPANE U/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PAKEL WIRE AND INPANE J/8 (RIGHT KICK PANEL)
ID	52(LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52(LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
15	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
11	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANE.)
IH	B2(LHD)	INSTRUMENT PANEL WIRE AND INPANE _/B (LEFT KICK PANE_)
TH _	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE U/B (RIGHT KICK PANEL)
13	54(LHD)	ENGINE ROOM MAIN WIRE AND J/S NO (, LEFT KICK PANEL)
1.	56(RHD)	ENGINE ROOM MAIN WIRE AND U/B NO 1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL MIRE AND J/B NO 1 (LEFT KICK PANEL)
10	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
2 A	- 60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
28	700	ENGINE KOON NAIN MINE AND OVE TOWN TENDINE CONFACINEM PROPERTY.
38	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
30	00	THOURNESS. PARET BIRE WAS AND AND TO PERTAND THE THOURNESS. LANET DESIGN

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

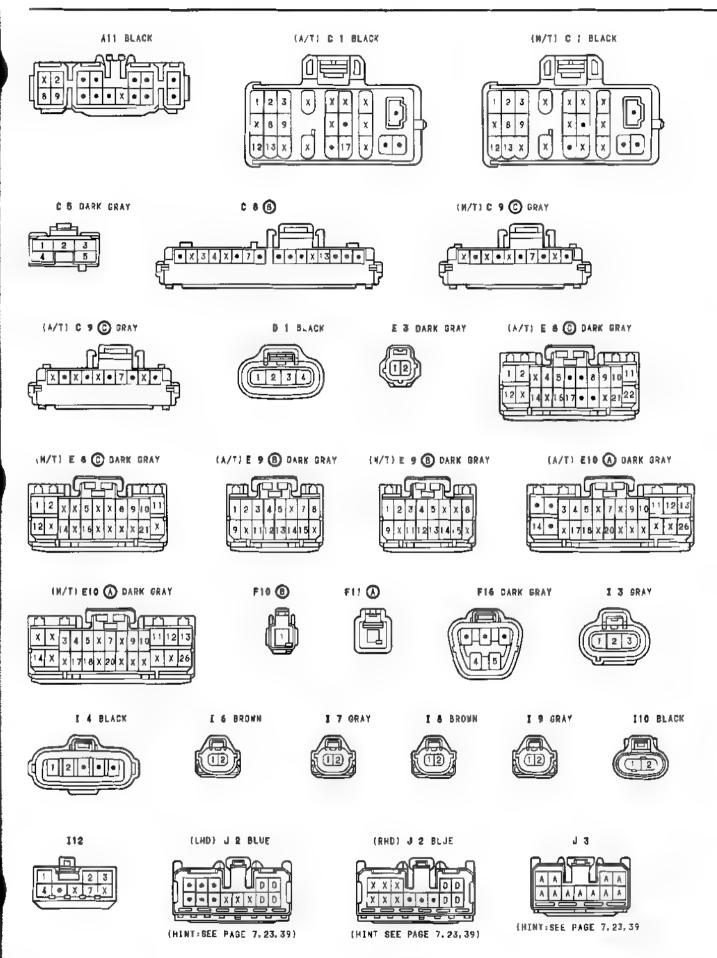
CODE	BEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (COMMECTOR LOCATION)						
EA1	86(LHD 38-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)						
EAI	98 (RHD 35-FE)	ENGINE WINE AND ENGINE KUUN WATH WIRE (INGIDE OF M/D NU.2)						
EG1	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)						
7.50	40(PHD)	INSTRUMENT PANEL NIRE AND COME WIRE (LEFT KICK PANEL)						
IE2	102(RHD)	INSTRUMENT PANEL WIRE AND COM. WIRE (RIGHT KICK PANEL)						
	90(LHD)	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)						
ZHI	102(RHD)	COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)						
	92 (L HD)							
III	104,RHD)	NOTICE HAD AND ANOTHER THANKS MADE AND AND THE FROME SO						
***	92(LHD)	NGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)						
112	104(RHD)							
	92(LHD)	ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU)						
141	104(RHD)	ENGINE WIRE AND COME WIRE (NEAR THE ENGINE ECU)						
	92(_HD)	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)						
IN1	104 (RHD)	ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER UNIT)						

V - GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION		
EB	86(LHD 38-FE)	FRONT SIDE OF LEFT FENDER		
EC	86 (LHD 38 FF)	NTAKE WANIFOLD		
2.0	98,RHD 38-FE)	THING HAM. VED		
(F	90{LHD}	R/B NG 4 SET BOLT		
I IF	102 (RHD)	K/D WO 4 32: BULT		
BH	94 (LHD)	UNDER THE LEFT CENTER PILLAR		
PM	106(RHD)	UNDER THE RIGHT CENTER PILLAR		

I SPLICE POINTS

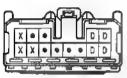
CODE	SEE PAGE	WIRE MARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 7	ACCUMP TO FF)		115	35(FHD)	
E 8	86(LHD 38-FE)	ENGINE WIRE	121		ENGINE WIRE
E14	98(RHD 38-FE)	ENGINE WIRE	124	104(RHD)	ENGINE AIKC
1.7	92(LHD)		125		





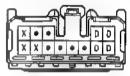


(LHD) J 7



(HINT: SEE PAGE 7, 23, 39)

(RHO: J 7 BLJE



(HINT: SEE PAGE 7, 23, 39)

(HINT SEE PAGE 7, 23, 391

8 1 BLACK

K 1 DARK GRAY





T 2 BLACK

(LHD) N 1 GRAY







(RHD) N 1 GRAY



\$13











V 5 BLACK





SYSTEM OUTLINE -

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPLTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFI WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. IS IMPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THM OF THE ENGINE ECU.

(2) INTAKE AIR TEMP SIGNAL SYSTEM

THE INTAKE AIR TEMP. BENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS IMPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN SENSOR DETECTS THE OXYGEN DERSITY IN THE EXHAUST EMISSIONS WHICH IS INPLT AS A CONTROL SIGNAL TO TERMENAL OXY OF THE ENGINE ECU

(4) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPERING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL WTA OF THE ENGINE ECU, OR WHEN THE VALVE IS FULLY CLOSED. TO TERMINAL IDL.

(5) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR. INSTALLED INSIDE THE COMBINATION METER. DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECJ.

(6) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND IMPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL ACT OF THE ENGINE ECJ.

(7) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU.

(8) INTAKÉ AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS IMPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE CONTROL MODULE (ENGINE ECU).

(9) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING. THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS IMPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPLY TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

. EFI (ELECTRONIC FJEL INJECTION) SYSTEM

THE NF! (EFI) SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE BIGNALS EACH SENSOR (INDIT SIGNALS (1) TO (10)) INPUTS TO THE ENGINE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU. THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10 AND #20 OF THE ENGINE ECU CAUSING THE INJECTION IN RESPONSE TO DRIVING CONDITIONS.

ID_E-UP AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) SYSTEM INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ETC. THE ENGINE ECL EVALUATES THE SIGNALS FROM EACH SENSOR (IMPLE SIGNALS (1 TO 5.10)). OUTPUTS CURRENT TO TERMINAL RSC AND RSO, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR, THROTTLE VALVE OPENING ANGLE AND INTAKE MANIFOLD PRESSURE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU RECEIVES INPUT SIGNALS (4,5 AND 8), AND CUTPUTS SIGNALS TO TERMINAL ACT.

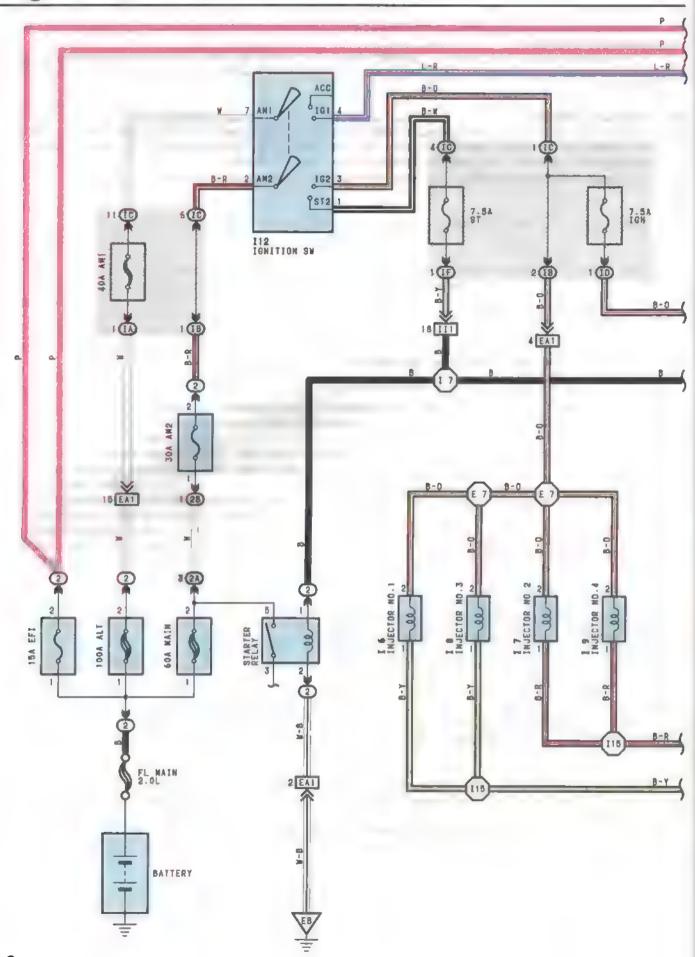
3. DIAGNOSIS SYSTEM

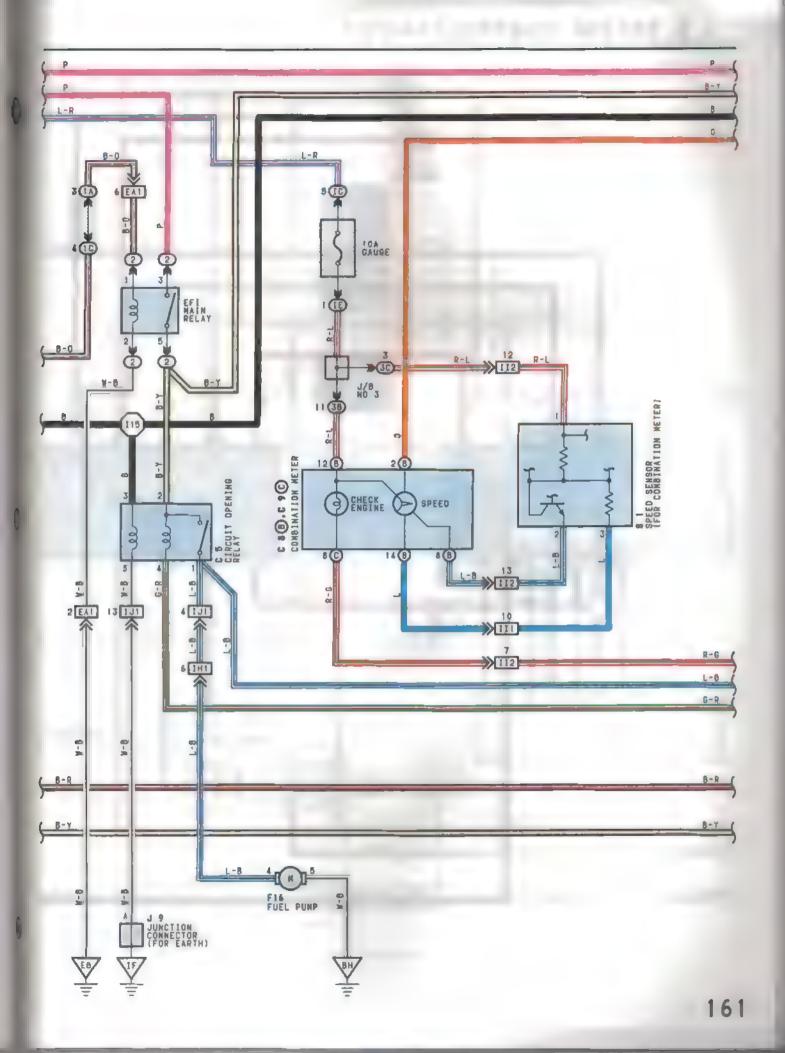
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE ECU SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

4. FAIL-SAFE SYSTEM

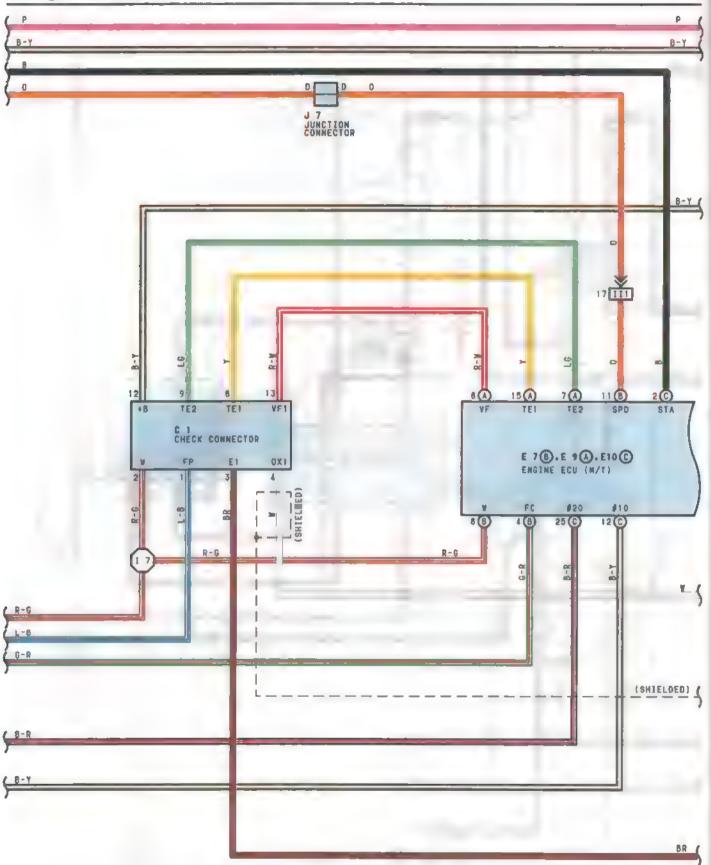
WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU MEMORY OR ELSE STOPS THE ENGINE.

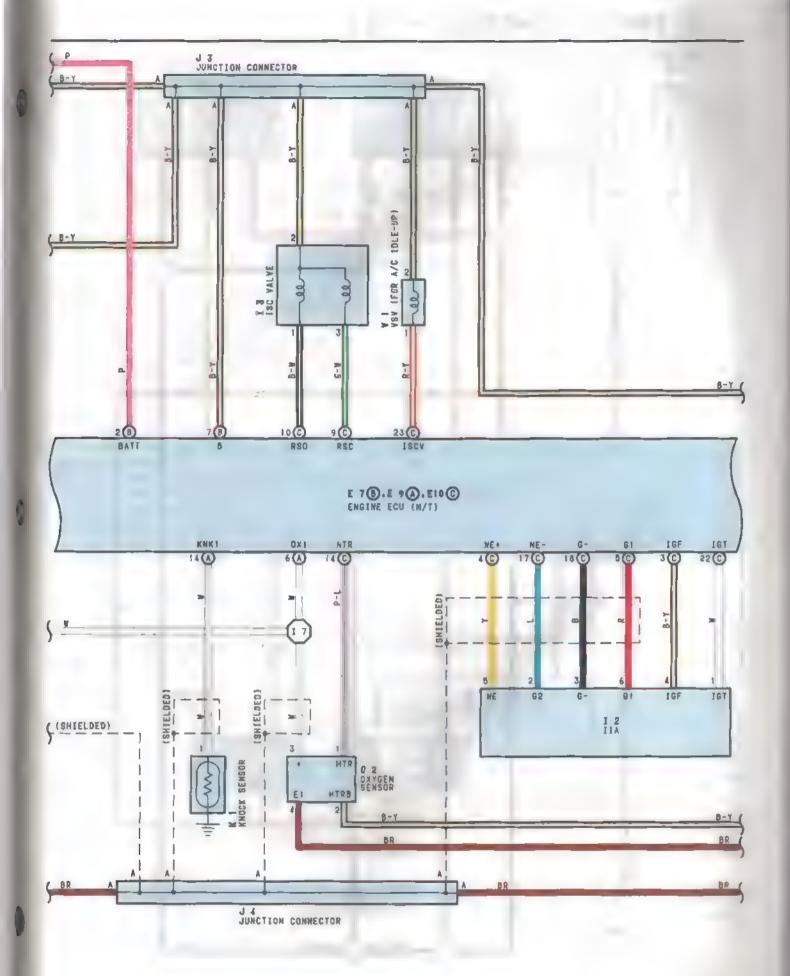




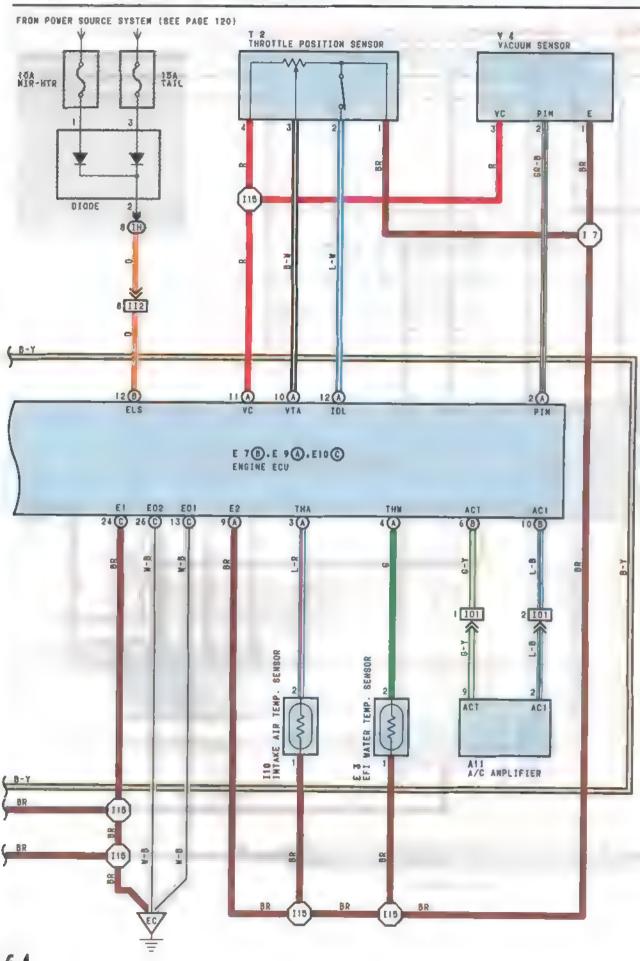












```
SERVICE HINTS
 E 78.E 9 A.EIO E ENGINE ECU (M/T)
 BATT-F1:9.0-14.0VOLTS (ALWAYS)
   B-E1:9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
  IO. E2.9.0 14.0 VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 YTA-E2 0.3-0.8 YOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)

3.2-4.9 YOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 PIN F2:3.3 3.9VOLTS (IGNITION SW AT ON POSITION)
   VC-E2.4.6-8.6VOLTS (IGNITION SW ON)
 #10. #20-E1. E2:9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 THA-E2:0.5-3.4VOLTS (IGNITION SW ON AND INTAKE AIR TEMP 20°C (68°F))
 SPD E2.4.5 8.5VOLTS (IGNITION SW AT ON POSITION)
 THY-E2.0.2-1.0VOLTS (IGNITION SW ON COOLANT TEMP 80°C (176°F))
 STA-E1:6.0-14.0VOLTS (CRANKING)
 IGT-E1:0.8-1.2VOLTS (IDLING)
 TEL El.9.0 14.0VOLTS (IGNITION SW DN AND CHECK CONNECTOR TEL-EL NOT CONNECTED)
        0-3.0 VOLTS (IGNITION SW ON AND CHECK CONNECTOR TELET CONNECTED)
   W-E1:9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
 ACT-ET-2.0VOLTS OR LESS (IGNITION SW ON AND AIR CONDITIONER ON)
 ACT-E1.4.5-5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
RESISTANCE OF ENGINE ECU WIRING CONNECTORS
 IDL-E2 INFINITY (THROTTLE VALVE OPEN)
        2.3Kg OR LESS (THROTTLE VALVE FULLY CLOSED)
 VTA-E2 3.3-10.0KG (THROTTLE VALVE FULLY OPEN)
        10.2-0.8Km (THROTTLE VALVE FULLY CLOSED)
   VC-E2 3.0-7.0KD
 THA-E2:2.0-3.0Kg [INTAKE AIR TEMP. 20°C (68°F)]
 THY-E2:0.2-0.4Kn (COOLANT TEMP. 80°C (176°F))
 G1. NE-9-: 0.17-0.21Kg
 RBC. RBO-+8:19.3-22.30
C 5 CIRCUIT OPENING RELAY
1-2:CLOSED WITH THE STARTER RUNNING
EFI MAIN RELAY
23-25:CLOSED WITH THE IBNITION SW AT ON OR ST POSITION
E 3 EFI WATER TEMP. SENSOR
1-2-10-0-20-0Kn (-20°C, -4°F)
     4.0- 7.0Kn { 0°C, 32°F}
     2.0- 3.0Kn ( 20°C.
                         68° F1
     0.9- 1.3Kn ( 40°C, 104°F1
     0.4- 0.7KD ( 60°C. 140°F)
     0.2- 0.4Kn ( 80°C, 176°F)
I 6. I 7. 1 8. 1 9 INJECTOR
1-2:APPROX. 13.80
T 2 THROTTLE POSITION SENSOR
3-1:0.3-6.3KG WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW OWN (OIN.)
```

O : PARTS LOCATION

3-1:3.6-10.3KD WITH THE THROTTLE VALVE FULLY OPEN

CO	DE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A1	1	70	1.5	68	J 7	70
Ç	1	68	1 3	68	J 9	70
C	5	70	1.6	68	K J	68
C 8	В	70	1 7	65	0.2	68
C 9	С	70	1 8	68	8 1	68
Ė	3	68	1 9	68	7 2	68
E 7	В	70	I10	68	¥ 1	68
E 9	A	70	112	70	V 4	68
E10	С	70	13	70		
F1	6	72	J 4	70		

2-1:LESS THAN 2.3KO WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.35HM (0.014IN.)

WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.7MM (0.0276IN.)

: RELAY BLOCKS

C008	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)



: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)			
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND IMPANE J/B (LEFT KICK PANEL)			
10	DETENDY	Entitle Room With Mile and Imparit Ord Televi Mile Panter			
IC					
110]				
IE	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)			
IF]				
19	1				
1A	54(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)			
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)			
2A	4.5	PROTECT BOOM MATE MED 1/0 NO A (FROTHE COURABITHET FRONT LEFT)			
29	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)			
38	58	THE THIRD BANKS AND LAB AND LAB AND THE THE THE THE THE THE PARTY OF THE THE			
3 C		INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)			

___ : COMMECTOR JOINING WIRE HARNESS AND WIRE HARNESS

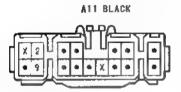
CODE	SEE PAGE	JOINING WIRE MARMESS AND WIRE MARNESS (CONNECTOR LOCATION)
EAI	88(LHD 7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
IHI	90(LHD)	COML MIRE AND FLOOR WIRE (LEFT KICK PANEL)
III	92(LHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)
112	921LNU7	ENDING WIRE AND INSINDERAL PAREL WIRE LABOR THE ENGINE ECC!
111	92(LHD)	ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECL)
101	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

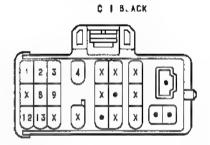
GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	88(LHD 7A-FE)	FRONT SIDE OF LEFT FENDER
EC	88(LHD 7A-FE)	INTAKE MANIFOLD
IF	90(LHD)	R/B NG.4 SET BOLT
BK	94(LHD)	UNDER THE LEFT CENTER PIAR

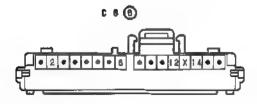
SPLICE POINTS

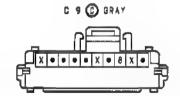
ſ	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE		WIRE HARNESS WITH SPLICE POINTS
ľ	E 7	88(LHD 7A-FE)	ENGINE WIRE	I15	92(LHD)	ENGINE WIRE
[1 7	92(LHD)			_	





















1 2 3 4 5 6







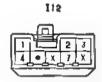


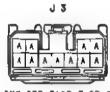


I 9 BRAY

I10 BLACK

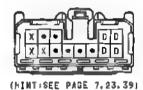






(HINT-SEE PAGE 7, 23, 39)





J 7

J 9



(HINT SEE PAGE 7, 23, 39)

K 1 DARK GRAY









V 1 BLACK





SYSTEM OUTLINE -

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE, TRANSMISSION, ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(I) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFF WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. THIS THE ENGINE COOLANT TEMP. IS IMPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THWO OF THE ENGINE EQUICA ENGINE AND ECT EQU.

(2) INTAKE AIR TEMP, SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

1 3) DXYGEN SENSOR SIGNAL SYSTEM

THE DXYGEN SENSOR DETECTS THE DXYGEN DENSITY IN THE EXHAUST EMISSIONS WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL DX1 OF THE ENGINE ECU OR ENGINE AND ECT ECU.

I AT THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE. WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL VTA OF THE ENGINE ECU OF ENGINE AND ECT ECJ, OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(5) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SIGNAL AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU OR ENGINE AND ECT ECU

(6) MEDIDAL START SW SIGNAL SYSTEM (A/T)

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND IMPUTS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE AND ECT ECU

(7) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLITCH IS DETECTED AND IMPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL ACT OF THE ENGINE ECU OR ENGINE AND ECT ECU. AND OPERATION OF THE A/C IDLE-UP YSV IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL ACT OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(6) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERNINAL BATT OF THE ENGINE ECU OR ENGINE AND ECT ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OR ENGINE AND ECT ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERNINAL +B OF THE ENGINE ECU OR ENGINE AND ECT ECJ

(9) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE ECU OR ENGINE AND ECT ECU

(10) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL BTA OF THE ENGINE EQU OR ENGINE AND ECT EQU.

(11) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

. EFT (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFF SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (11)) IMPUTS TO THE ENGINE ECU OR ENGINE AND ECT ECU. BASED ON THIS DATA AND THE PROGRAM MENDRIZED IN THE ENGINE ECU OR ENGINE ECU OR ENGINE AND ECT ECU. THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS 410 AND 420 OF THE ENGINE ECU OR ENGINE AND ECT ECU. CAUSING THE INJECTORS TO INJECT FJEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU OR ENGINE AND ECT ECU. FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

. IDLE AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) SYSTEM INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD. ETC. THE ENGINE ECU OR ENGINE AND ECT ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 5, 1)), OUTPUTS CURRENT TO TERMINAL RSQ AND RSC, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

. A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR AND THROTTLE VALVE OPENING ANGLE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU OR FNGINE AND ECT ECU RECEIVES INPUT SIGNALS (4.5, AND 9), AND OUTPUTS SIGNALS TO TERMINAL ACT

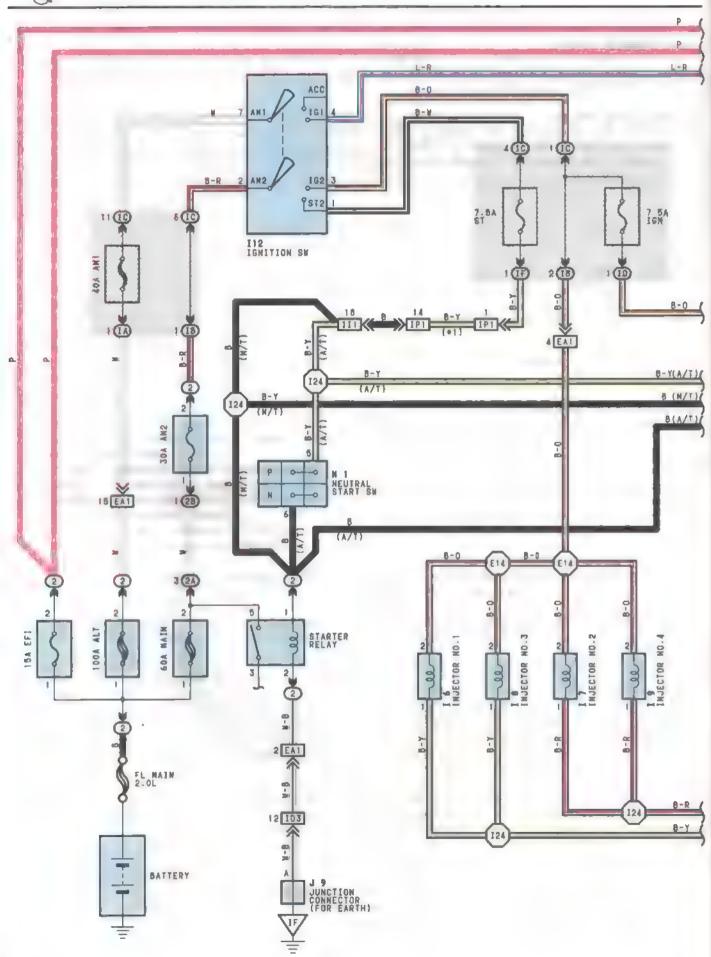
3. DIAGNOSIS SYSTEM

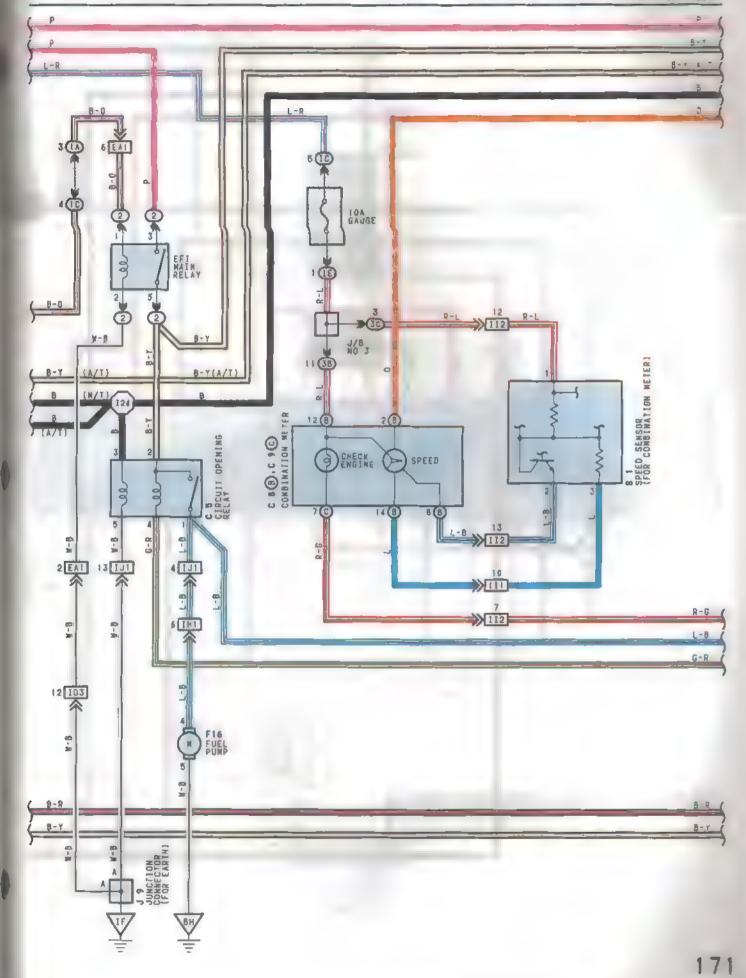
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE ECJ OR ENGINE AND ECT ECL SIGNAL SYSTEM. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLANCOOLS OF THE CHECK ENGINE WARNING LIGHT.

4. FAIL-SAFE SYSTEM

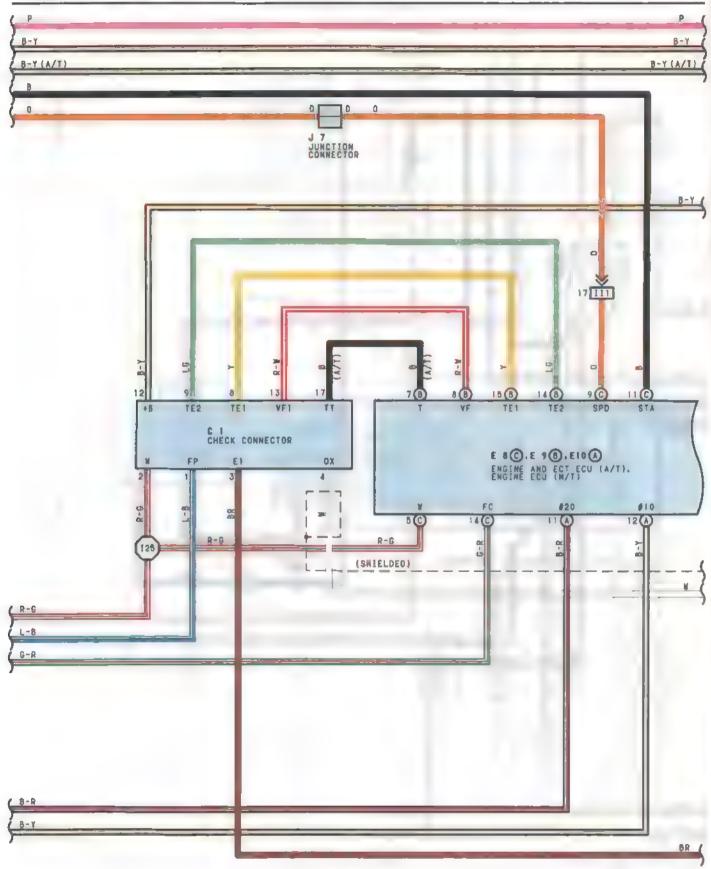
WHEN A MALFUNCTION DCCJRS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU OR ENGINE AND ECT ECU NEMBRY OR ELSE STOPS THE ENGINE.

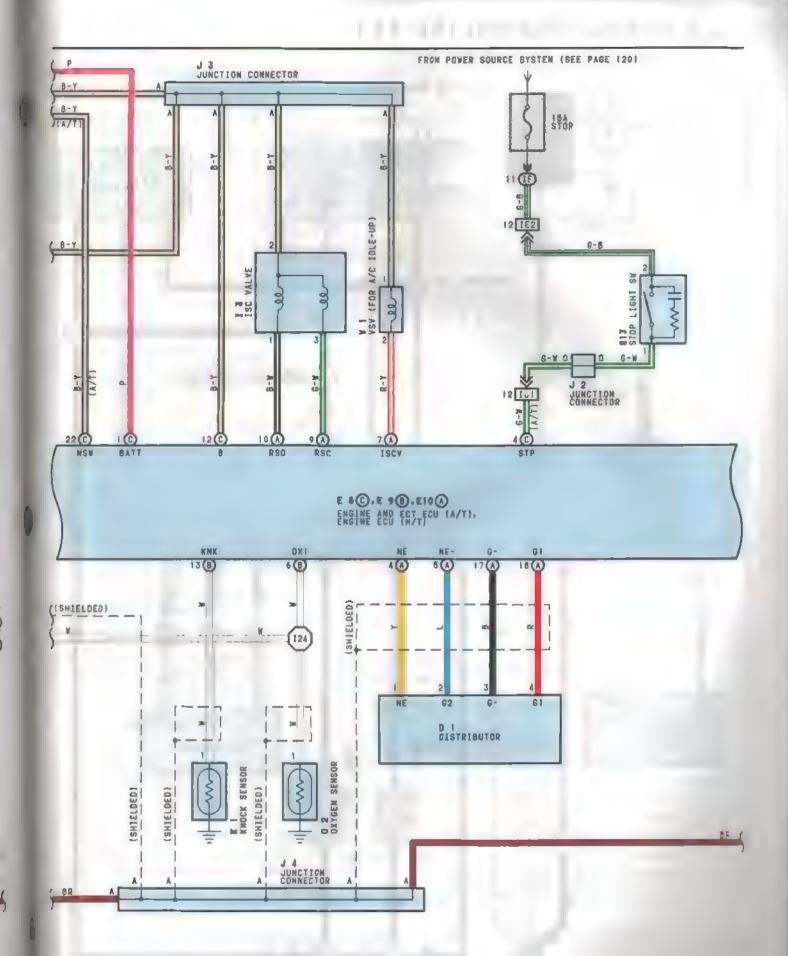






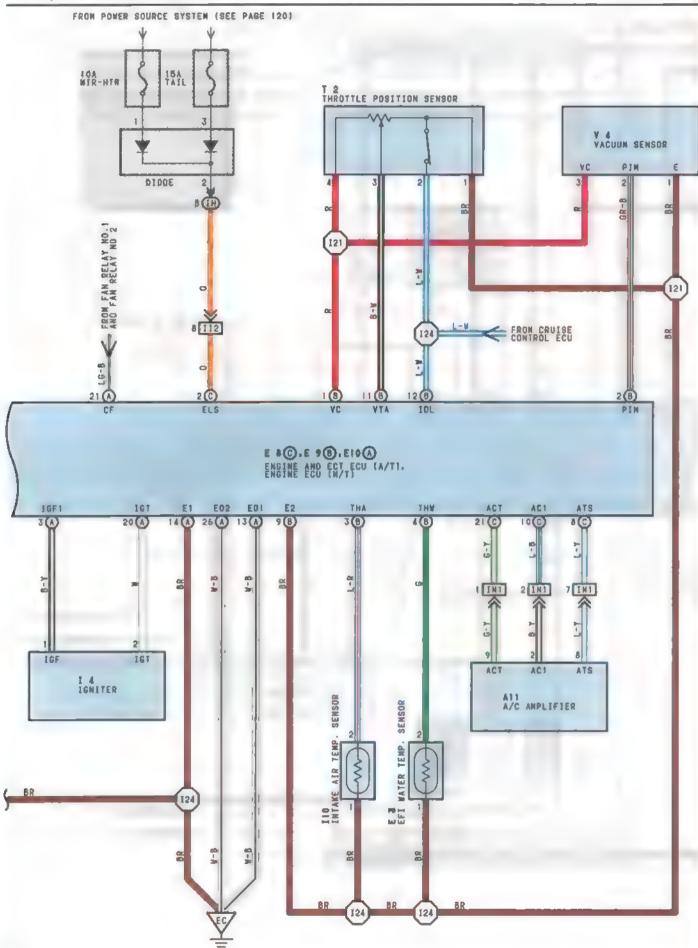








L& ENGINE CONTROL (58-FE)



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SERVICE HINTS
 E & C. E 9 B. E 7 C ENGINE AND ECT ECU (A/T). ENGINE ECU (M/T)
 BATT-E1:ALWAYS 9.0-14.0VD_T8
    B-E1:9.0-14.0VOLTS (IGNITION SW AT DW POSITION)
  IDL-E2:9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
   VC-E2:4.5- 6.5VOLTS (IGNITION SW AT DW POSITION)
  VTA-E2:0.3- 0.8VOLTS (IGNITION SW OW AND THROTTLE VALVE FULLY CLOSED)
        :3.2- 4.9YOLTS (IGNITION SW DN AND THROTTLE VALVE OPEN)
  PIM-E2:3.3- 3.9YOLTS (IGNITION SW AT ON POSITION)
 #10, #20-E01, E02:9.0-14.0YOLTS (IGNITION BW AT ON POSITION)
  THA-E2:0.5- J.4YOLTS (IGNITION SW DN AND INTAKE AIR TEMP. 20°C, 68°F)
THW-E2:0.2- 1.0YOLTS (IGNITION SW DN AND COOLANT TEMP. 60°C, 176°F)
  STA-E1:6.0-14.0VOLTS (ENGINE CRANKING)
16T-E1:0.0- 1.2VOLTS (ENGINE CRANKING OR IDLING)
    W-E1:9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
  ACT-E1:4.8- 5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 AC1-E1: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER ON) RSD.RSC:9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
  TE1-E1:9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR YE1-E1 NOT CONNECTED)
          0- 3.0 VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE(-E) CONNECTED)
  NSW-E1: 0- 3.0VOLTS (IGNITION SW ON AND NEWTRAL START SW POSITION P OR N RANGE)
         9.0-14.0VOLTS (IGNITION SW ON AND NEUTRAL START SW EX POSITION P AND M RANGE)
RESISTANCE OF ENGINE ECU WIRING CONNECTORS
 (DISCONNECT WIRING CONNECTOR)
  IDL-E2: INFINITY (THROTTLE VALVE OPEN)
         2.3KO OR LESS (THROTTLE VALVE FULLY CLOSED)
  VTA E2:3.3-10.0Kg (THROTTLE VALVE FULLY OPEN)
         0.2-0.8Kg (THROTTLE VALVE FULLY CLOSED)
   VC-E2:3.0-7.0Kn
  THA-E2:2.0 3.0Kn (INTAKE AIR TEMP. 20°C. 68°F)
  THW-E2:0.2-0.4Kn (COOLANT TEMP 80°C, 176°F)
  61 - 6-:0.17-0.21KG
  RSO, RSC +8-19.3-22.30
 C 5 CIRCUIT OPENING RELAY
 1-2: CLOSED WITH THE STARTER RUNNING
EFI MAIN RELAY
(2)3- (2) 5: CLOSED WITH THE IGNITION BY AT ON OR ST POSITION
 E 3 EFI WATER TEMP. SENSOR
 1-2:10-0-20.0Kg (-20°C, -4°F)
      4.0- 7.0Kg ( 0°C, 32°F)
2.0- 3.0Kg ( 20°C, 68°F)
      0.9- 1.8Kg ( 40°C, 104°F)
      0.4- 0.7Kg ( 60°C, 140°F)
      0.2- 0.4Kg ( 80°C, 176°F)
1 6.1 7.1 8.1 9 INJECTOR
 1-2:APPROX. 13.80
T 2 THROTTLE POSITION SENSOR
 3-1:0.2-5.7KQ WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW OWN .OIN.)
 2-1:LESS THAN 2.3Kg WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.8MM (0.02IN.)
     WITH CLEARANCE BETWEEN EVER AND THE STOP SCREW 0.7MM (0.028IN )
```

O : PARTS LOCATION

3-1:2.0-10.2Kg WITH THE THROTTLE VALVE FULLY OPEN

CODE		SFF PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A11	1	80	I 3	78	J 7	80
C 1	_	78	1 4	78	J 9	80
C 8	5	80	I 6	78	K 1	78
C 8	В	80	I 7	78	N I	78
C 9	C	80	I 8	78	0.2	78
D 1	· ·	78	I 9	78	\$ 1	78
ΕZ	3	78	I10	78	813	80
E B	C	80	112	60	T 2	78
E 9	3	80	J 2	60	¥ 1	78
EFO	A	80	13	60	V 4	78
F16	5	62	J 4	80		

→ RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)



: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARMESS (CONNECTOR LOCATION)		
IA	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE V/B (RIGHT KICK PANEL)		
IB	JE(KND)	ENDING ROOM WATER WIFE AND INCOME OVER TRIGHT RICK PARKELY		
IC				
110		INSTRUMENT PANEL WIRE AND IMPANE J/6 (RIGHT KICK PANEL)		
IE	52(RHD)			
16				
IH				
2A	60	ENGINE ROOM NAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)		
2B		CHARLE MANN MANN MANN MANN MANN PELLY		
38	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)		
30		INGINOMENT PARE NIME AND OVE HOLD (BELLING THE INDINGINE PRINCE PERIEN)		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

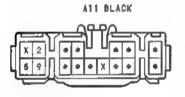
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EAT	100{RHD 55-FE}	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/6 NO.2)
103	102(RHD)	ENGINE ROOM MAIN WIRE AND COW, WIRE (INSIDE OF R/B NO.4)
IE2	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
IHI	102(RHD)	COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)
111	104(RHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)
IJI	104(RHD)	ENGINE WIRE AND CON. WIRE (NEAR THE ENGINE ECL)
IN1	104(RHD)	ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER JNIT)
IP1	104(RHD)	TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

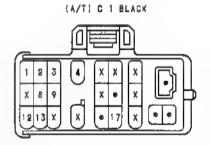
7 : GROUND POINTS

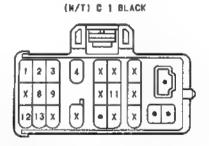
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	100(RHD 5S-FE)	INTAKE MANIFOLD
1F	102(RHD)	R/B MO.4 SET BOLT
BH	106(RHD)	UNDER THE RIGHT CENTER PILLAR

SPLICE POINTS

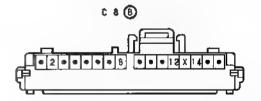
CODE	SEE PAGE	WIRE HARMESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E14	100(RHD 5S-FE)	ENGINE WIRE	124	104(RHD)	ENGINE MIKE
121	104(RHD)	Sudius alus	11971	104 (KND)	ENGINE BIRE

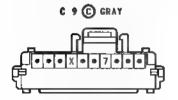












D 1 BLACK

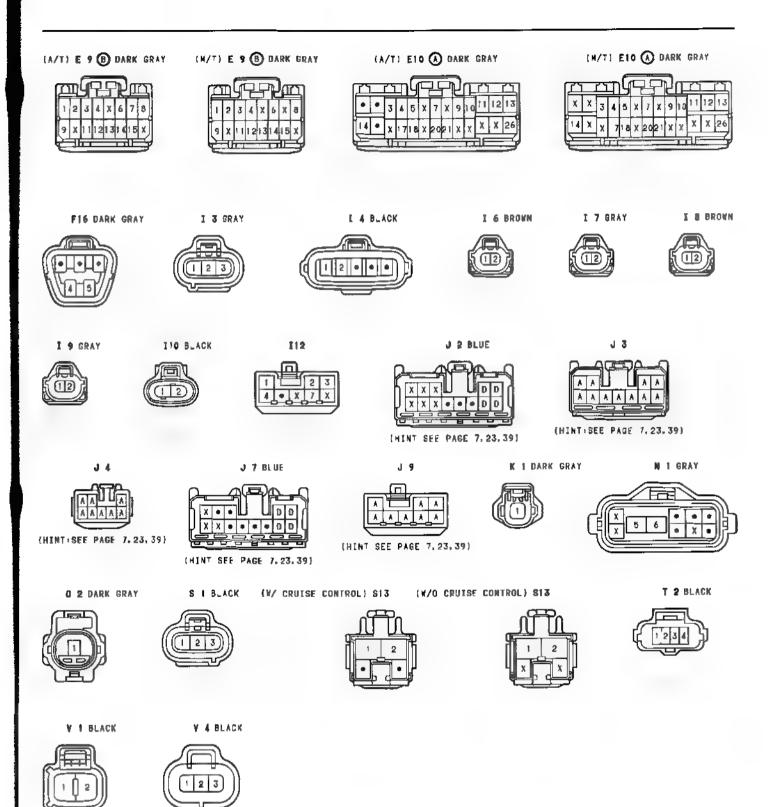
E 3 DARK GRAY (A/T) E 8 © DARK GRAY



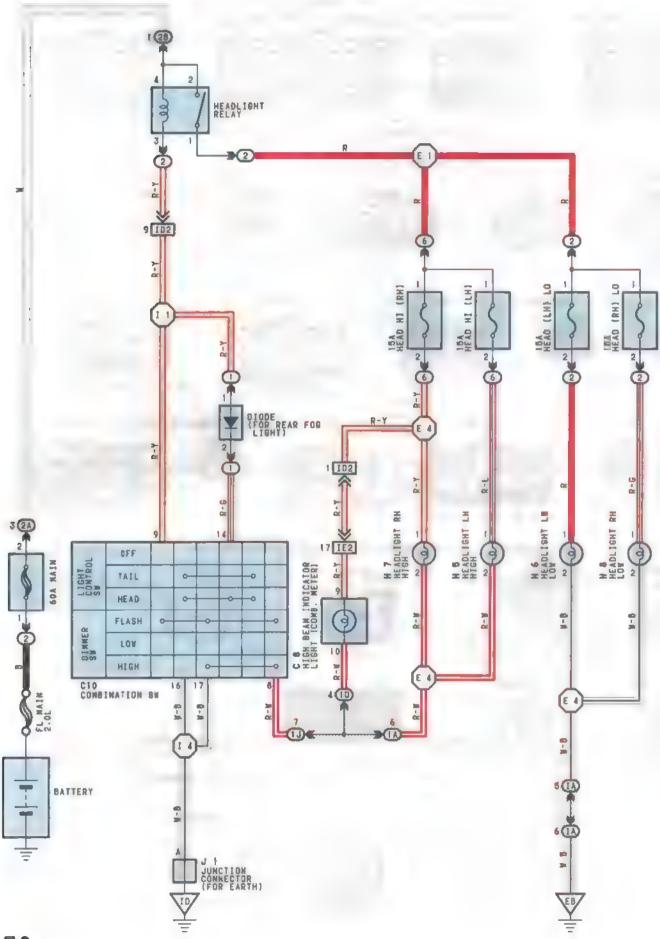








HEADLIGHT (GERMANY)



- SERVICE HINTS -

HEADLIGHT RELAY

2 2-21: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DINNER SW AT FLASH POSITION

CIO LIGHT CONTROL SW [COMB. SW]

14-16:CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION

CIO DIMMER SW (COMB. SW)

9-17:CLOSED WITH THE DIMMER SW AT FLASH POSITION 8-17:CLOSED WITH THE DIMMER SW AT HIGH OR FLASH POSITION

O : PARTS LOCATION

CODE	BEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	70	0.4	64(LHO 38-QE)	ш ф	64(LHD 38-GE)
010	70	пъ	68(LHO 7A-FE)	по	68(LHD 7A-FE)
U #	64(LHD 38-GE)	4.7	64(LHD 38-8E)	J 1_	70
1 7 9	68(LHD 7A-FE)	" ′	68(LHD 74-FE)		

☐ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	59{LHD}	R/B NO.1 (LEFT KICK PANEL)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
6	62(LHD)	R/B NO.6 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHØ)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
18	54(LHD)	ENGINE ROOM MAIN MIRE AND J/B NO.1 (LEFT KICK PANE.)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1.0	54(LHD)	COWL WIRE AND J/B MO.1 (LEFT KICK PANEL)
24	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
28	100	EMPTHE MODE ANTO MINE WAS 200 MG-5 (EMPTAKINGAL PROM) PELLY

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
105	90 (LHD)	ENGINE ROOM MAIN VIRE AND COVE WIRE (LEFT KICK PANEL)
IE2	95(LHD)	INSTRUMENT PANEL WIRE AND COME WIRE (LEFT KICK PANEL)

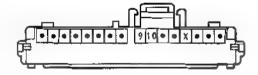
GROUND POINTS

	_	
CODE	SEE PAGE	GROUND POINTS LOGATION
EB	84(LHD 38-GE)	FRONT SIDE OF LEFT FENDER
ED	88(LHD 74 FE)	FROM SIDE OF LEFT PENDER
ID	90(LHD)	LEFT KICK PANE.

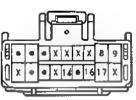
: SPLICE POINTS

_				_	
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	84(LHD 38-GE)		E 4	88(LHD 74-FE)	ENGINE ROOM NAIN WIRE
- 1	88(LHD 7A-FE)	ENGINE ROOM MAIN WIRE	I 1	92(LHD,	CONL WIRE
E 4	84(LHD 38-GE)		1.4	721LNU,	CONC W.RC

0.8



C10



H 5 BLACK



H 6 BROWN

H 7 BLACK

M 8 BROWN

J 1

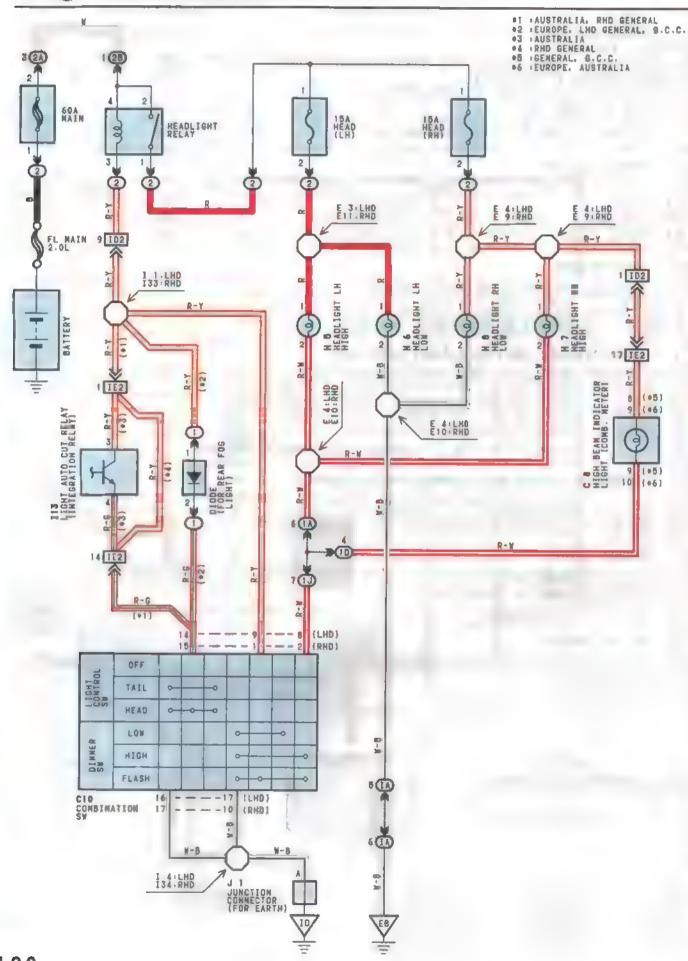








HEADLIGHT (Ex. GERMANY)



- SERVICE HINTS -

HEADLIBHT RELAY

22-21-CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

CIO LIGHT CONTROL SW (COMB. SW)

14-16(LHD), 15-17(RHD): CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION

CIO DIMMER SW [COMB. SW]

9-17(LHD), 1-10(RHD):CLOSED WITH THE DIWMER SW AT FLASH POSITION 8-17(LHD), 2-10(RHD) CLOSED WITH THE DIWMER SW AT HIGH OR FLASH POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEF PAGE	CODE	SFF PAGE
C B	70(_HD),80(RHD)		68(LHD 7A-FE)		64(_HD 38 GE)
C18	70(_HD), 80(RHD)	1	74(RHD 38-GE)	3	66(_HD 3S-FE)
	64(_HD 3S-GE)	Н 6	76(RHD 3S FE)		68(_HD 7A-FE)
	66(_HD 3S-FE)]	78(RHD 58-FE)	н в	74(RHO 35-GE)
нв	68(LHD 7A-FE)	H 7	64(LHD 38-GE)		76(RHD 3S-FE)
n •	74(RHD 35-GE)		66(LHD 3S-FE)		78(RHD 68-FE)
	76(RHD 3S-FE)		68(LHD 7A-FE)	I13	80
	78 (RHD 58-FE)		74(RHD 38-GE)	J 1	70(LHD).80(RHD)
H 6	64(LHD 3S-GE)]	76(RHO 3S-FE)		
n 6	66(LHD 38-FE)	1	76(RHO 58-FE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
,	59(LHD)	R/B NO 1 (LEFT KICK PANEL)
'	59(RHD)	R/B NO 1 (RIGHT KICK PANE.)
2	60	R/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	62(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
14	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
1.6	54(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
18	56(RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
ID	54(LHD)	INSTRUMENT PAREL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
13	84(LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56 (RHD)	COWL WIRE AND J/B NO 1 (RIGHT KICK PANEL)
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
2B]	ENGINE NOOM MAIN SINE AND SID NO.2 TENGINE COMPASSINEM FROM LEFT!

. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

		_	
	CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
[ID2	90(LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
1	102	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRF (RIGHT KICK PANEL)
	IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE ("EFT KICK PANEL)
	36%	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION		
	84(LHD 35-GE)			
	86(LHD 38-FE)			
EB	88(LHD 7A-FE)	FRONT SIDE OF LEFT FENDER		
ED	96 (RHD 35-GE)	AND OF LEFT PENDEN		
	98(RHD 3S-FE)			
<u></u>	100(RHD 5S FE)			
10	90(LHD)	LEFT KICK PANEL		
	102(RHD)	RIGHT KICK PANEL		

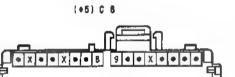


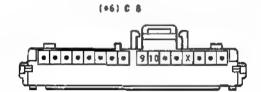
HEADLIGHT(Ex. GERMANY)

0

: SPLICE POINTS

C00E	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	64(LHD 35-GE)		E10	98(RHD 35-FE)	
E 3	86(LHD 38-FE)		EIV	100(RHD 58-FE)	
	88(LHD 7A-FE)			96(RHD 38-GE)	ENGINE ROOM MAIN WIRE
	84(LHD 38-GE)		E11	98(RHD 3S-FE)	
E 4	86(LHD 38-FE)	ENGINE ROOM MAIN WIRE		100(RHO 55-FE)	
	86(LHD 7A-FE)	FUGUE KOON WATER MIKE	I I	92(LNO)	
	96(RHD 35-GE)		1.4	32(CHO)	COW_ WIRE
E 9	96(RHD 38-FE)		133	104 (RHO)	CARE ATKE
	100(RHD 58-FE)		134	104(600)	<u> </u>
ElO	96(RHD 38-GE)				





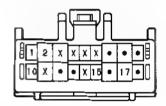
(LHD) C10

(RHD W/ CRUISE CONTROL: C10

(RHD W/O CRUISE CONTROL) C10







5 BLACK

H 6 BROWN

H 7 BLACK

H & BROWN







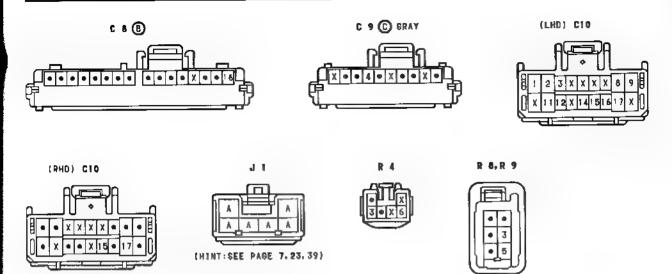


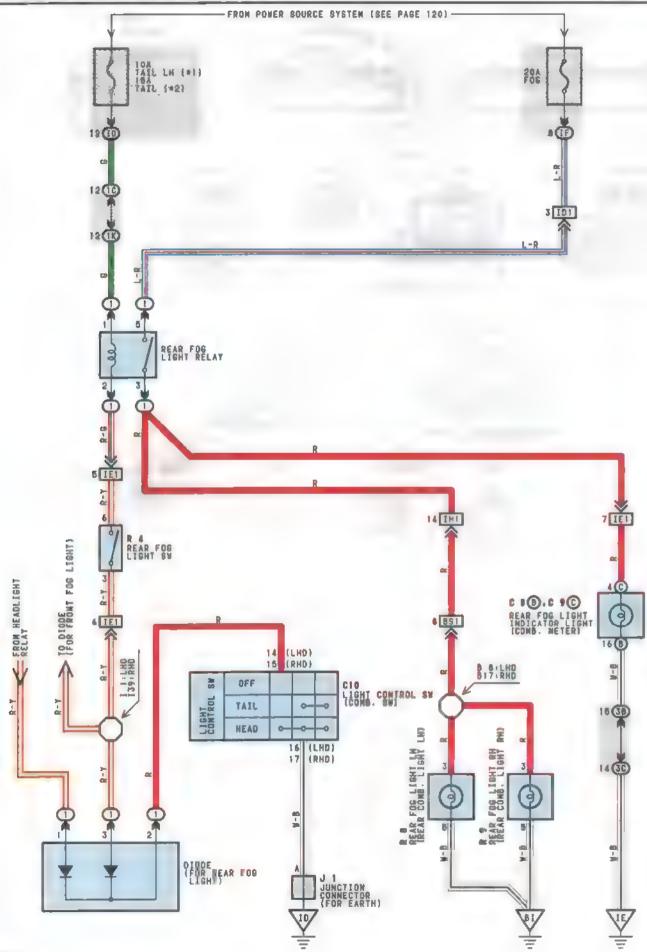












- SERVICE HINTS ~

REAR FOR LIGHT RELAY

1 5- 13-CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR TAIL POSITION THE REAR FOR LIGHT SW ON

O . PARTS LOCATION

CODE	SEE PAGE	CODE	SEF PAGE	CODE	SEE PAGE
C 8 B	70(LHD).80(RHD)	J 1	70(1HD).80 RHD)	R 9	72(LHD).82(RHD)
C 9 C	70(LHD), 50(RHD)	R 4	70(LH0), 80,RHD)		
C10	70(LHD), 80(RHD)	R G	72(LHD).82 RHD)		

- RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION'
1	59 (LHD)	R/B NO.1 (LEFT KICK PAMEL)
•	59 (RHD)	R/B NO.1 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	LUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LUCA'ION)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE _/B _EF* #ICK PANEL)
	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE U/S PISHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE U/S LEFT (ICK PANEL)
*F	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE _/8 FIGHT KICK PANEL!
10	54 (LHD)	INSTRUMENT PANEL WIRE AND J/B NO ' LEFT KICH DAME.
16	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO RISHT KICK FAME.
1 K	54 (LHD)	CONL WIRE AND J/B NO.1 (LEFT KICK PANE
I III.	56(RHD)	CONL WIRE AND J/B NO-1 (RIGHT KICK PANE.
30	58	INSTRUMENT PANEL WIRE AND U/B NO S BEHIND THE INSTRUMENT PANEL CENTER)
3C	20	AND RUNER! FAREL BIRE AND DID NO S DET. TO TO TO TOTAL PAREL DERIEM!

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	COINING WIRE HARNESS AND WIRE HARNESS CONNECTOR COCATION)
IDI	90(LHD)	ENGINE ROOM MAIN WIRE AND COME BIRE LEFT KICK PANEL
101	102(RHD)	ENGINE ROOM MAIN WIRE AND CONL WIRE RISH KICK PAME.
IEI	90(LHD)	INSTRUMENT PANEL WIRE AND COME WIRE LEST KICK PANEL!
151	102(RHD)	INSTRUMENT PANEL WIRE AND CONL WIRE PIGHT KICK PANEL)
IHI	90(LHD)	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
1111	102(RHD)	COWL WIRE AND FLOOR WIRE (RIGHT KICK FANEL)
881	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM BIRE '\$\$/\$\$ ROOM LEFT.
991	106 (RHD)	FLOOR WIRE AND LUGGAGE ROOM WIREASASE ROOM RIGHT)

V : GROUND POINTS

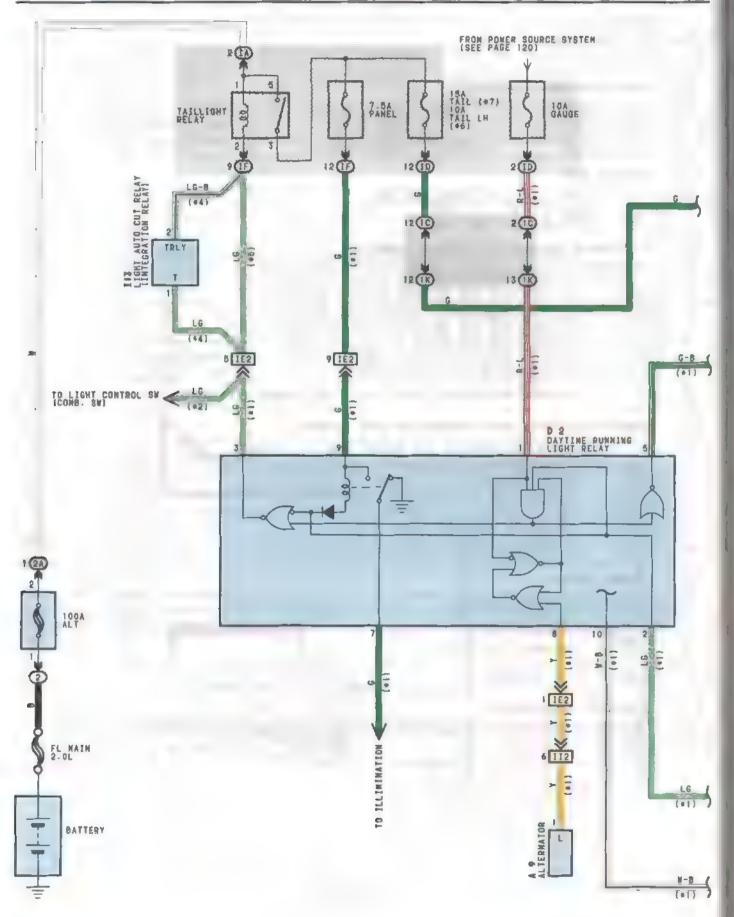
CODE	SEE PAGE	BROUND POINTS LOCATION
10	90 (LHD)	LEFT KICK PANEL
10	102(RHD)	RIGHT KICK PANEL
IE	90(LHD)	INSTRUMENT PANEL BRACE LH
16	102(RHD)	INDIANNEM FARC BRAGE LA
81	94(LHD)	BACK DOOR CENTER
9.1	106, RHD)	DACK DOOR CENTER

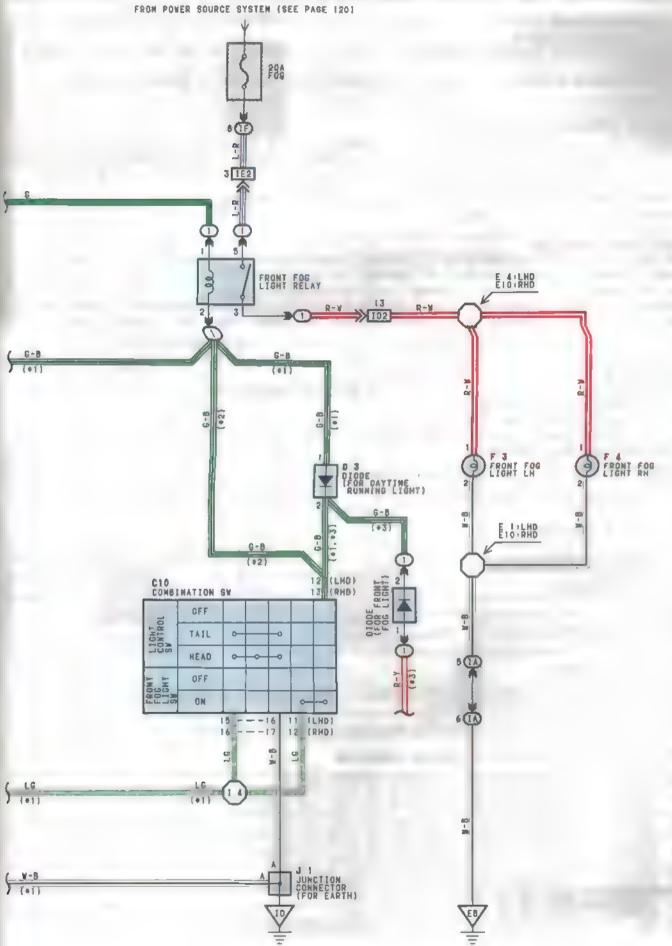
: SPLICE POINTS

	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	
[1.1	92(LHD)	COWL WIRE	8.8	94 (LHD)	LUGGAGE ROOM WIRE	
	139	104 (RHD)	CONC WINE	817	106(RHD)	LOGGAGE ROOF BIRE	



FRONT FOG LIGHT





· 1000 食材此道

FRONT FOG LIGHT

- SYSTEM DUTLINE -

W/ DAYTIME RUNNING LIGHT SYSTEM

CURRENT FROM THE BATTERY IS ALWAYS FLOWING FROM ALT FUSE -> TAILLIGHT RELAY (COIL SIDE) -> TERMINAL 3 OF RUNNING

WHEN THE IGNITION BY IS TURNED ON, THE CURRENT FLOWING THROUGH THE GAUGE FURE FLOWS TO TERNINAL I OF THE RUNNING LIGHT RELAY

1.DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE IS PRODUCED AT TERMINAL 'L' OF THE ALTERNATOR AND WHEN YOLTAGE IS APPLIED TO TERMINAL 8 OF THE DAYTIME RUNNING LIGHT RELAY, THE DAYTIME RUNNING LIGHT RELAY OPERATES AND CURRENT FLOWS FROM THE TAILLIGHT RELAY (POINT SIDE) -> TAIL FUSE -> TAIL, LICENCE AND FROM CLEARANCE LIGHTS, ETC. -> GROUND, AND FROM FRONT FOG LIGHT RELAY (POINT SIDE) -> FRONT FOG LIGHTS -> GROUND

ACCORDINGLY, EYEM IF THE LIGHT CONTROL SE IS IN OFF POSITION. EYERY LIGHT MENTIONED HERE LIGHTS UP. THIS SYSTEM OPERATES UNTIL THE IGNITION SW IS TURNED OFF

2. TAILLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS TURNED TO THE TAIL POSITION, CURRENT FLOWING TO THE TAILLIGHT RELAY (COIL SIDE) ALWAYS FLOWS TO TERMINAL 3 OF RUNMING LIGHT RELAY -> TERMINAL 2 -> TERMINAL 15 (LHD). 16 (RHD) OF LIGHT CONTROL SW (COMB SW) \longrightarrow TERMINAL 16 (LHD), 17 (RHD) \longrightarrow GROUND, TURNING THE TAILLIGHT RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO THE TAILLIGHT RELAY (POINT SIDE) TO FLOW FROM THE TAILLIGHT RELAY -> TAIL FUSE OR TAIL LH FUSE -> TAIL, LICENSE AND FRONT CLEARANCE LIGHTS, ETC. -> GROUND, CAUSING THE TAILLIGHTS TO LIGHT UP.

- SERVICE HINTS

TAILLIGHT RELAY

5-3.CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/C DAYTIME RUNNING LIGHT) CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

CIG LIGHT CONTROL SW [COMB. SW]

15-16(LHD), 16-17(RHD) CLOSED WITH LIGHT CONTROL SW AT MEAD OR TAIL POSITION

D 2 DAYTIME RUNNING LIGHT RELAY

10-GROUND ALWAYS CONTINUITY

2-GROUND CONTINUITY WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION

3-GROUND:ALWAYS APPROX. 12VOLTS 1-GROUND:APPROX. 12VOLTS WITH IGNITION SW AT DN POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEF PAGE
4.0	64(_HD 3S-GE)		68(LHD 7A FE)		74(RHD 39-GE)
A 9	68(LHD 7A FE)	F3	74(RHD 35-GE)	F 4	76(RHD 3S-FE)
C10	70(LHD),80(RHD)	_	76(RHD 3S-FE)		78(RHD 58-FF)
D 2	70	<u>l</u>	78(RHD 5S-FF)	I13	80
D 3	70		64(LHD 3S-GE)	J 1	70(LHD), 80(RHD)
F 3	64(LHD 3S-GE)	F 4	66(LHD 3S-FE)		
F 3	66(LHD 3S-FE)		68(LHD 7A FE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
	59(_HD)	R/B NO.1 (LEFT KICK PANEL)
<u>'</u>	59(RHD)	R/8 NO.1 (RIGHT KICK PANEL)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE MARNESS (CONNECTOR LOCATION)
TA.	52(LHD)	ENGINE ROOM MAIN WIRE AND IMPANE J/B (LEFT KICK PANEL)
	52(RHD)	ENGINE ROOM MAIN WIRE AND INPAME J/8 (RIGHT KICK PANEL)
ID.	52(LHD)	INSTRUMENT PANE, WIRE AND IMPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
IF	62(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/8 (LEFT KICK PANEL)
14	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANS J/B (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PAREL WIRE AND J/B NO.1 (LEFT KICK PAMEL)
10	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
1 K	54(LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
116	56 (RHD)	COWL WIRE AND JB NO.1 (RIGHT KICK PANEL)
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
102	90(LHD)	ENGINE ROOM MAIN WIRE AND CON. WIRE (LEFT KICK PANEL)
102	102 (RHD)	ENGINE ROOM MAIN WIRE AND SOW, WIRE (RIGHT KICK PAMEL)
1E2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL NIRE (LEFT KICK PANEL)
15%	102(RHD)	INSTRUMENT PANEL WIRE AND COME WIRE (RIGHT KICK PANEL)
III	92(_HD)	ENGINE NIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE EC.)

r GROUND POINTS

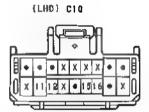
CODE	SEE PAGE	GROUND POINTS LOCATION
	84(_HD 38-0E)	
	86(LHD 35-FE)	
EB	88(LHD 7A-FE)	FRONT SIDE OF LEFT FENDER
E.0	96(RHD 38-8E)	AND SIDE OF SET FEMORY
	98(RHD 39-FE)	
	100 (RHD 5S FE)	
ID	90 (LHD)	LEFT KICK PANEL
10	102(RHD)	RICHT KICK PANEL

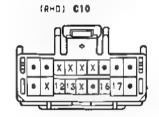
SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 38-GE)	ENGINE ROOM MAIN DIRE	Ε 4	88(LHO 7A-FE)	ENGINE ROOM MAIN WIRE
EI	86(LHD 38-FE)		E10	96(RHD 35-GE)	
	88(LHD 7A-FE)			98(RHD 38-FE)	
2.4	84(LHD 35-GE)			100(RHO 55-FE)	
E 4	86 (LHD 39-FE)		I 4	92(LHD)	COWL WIRE

A 9 BLACK







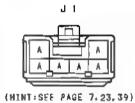


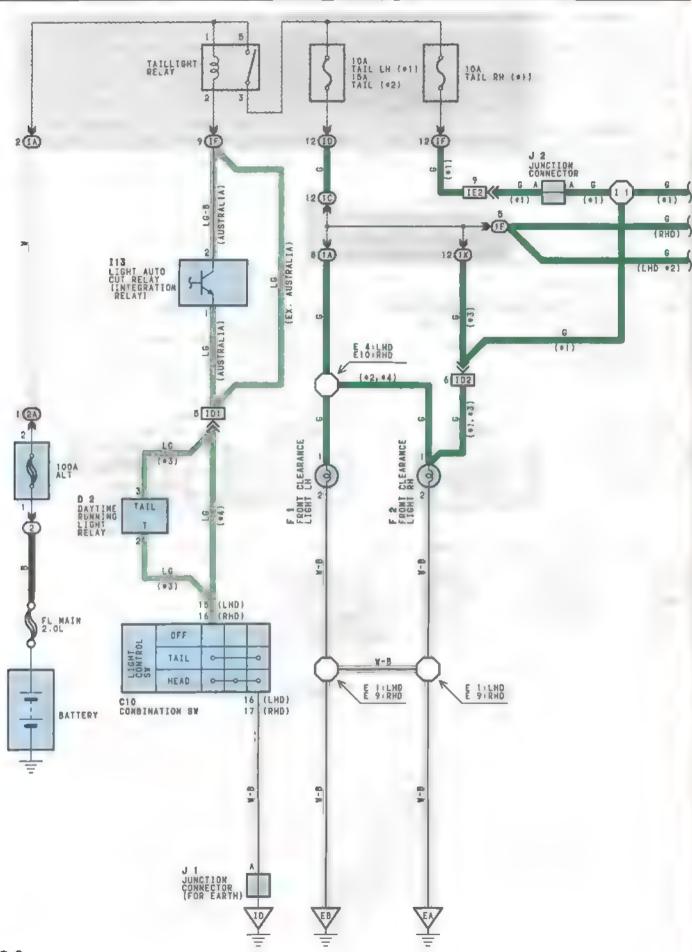
D 3 BLACK



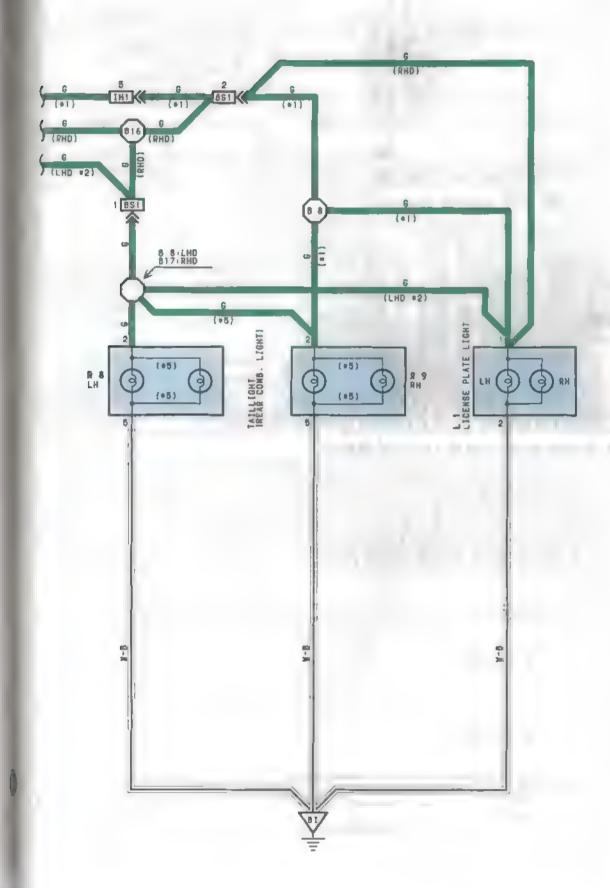








- 0] (GERMANY 02 :EX- GERMANY 03 : W/ DAYTIME RUNNING LIGHT 04 : W/O DAYTIME RUNNING LIGHT 05 : W/O REAR FOG LIGHT



- SERVICE HINTS

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT) CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10	70(LHD),80(RHD)	F 1	78(RHD 56 FE)	113	80(RHD)
0 2	70(LHD)		64(LHD 35-GE)	J I	70(LHD).80(RHD)
	64(LHD 3S-GE)	F 2	66(LHD 3S-FE)	J 2	70(LHD)
	66(LHD 35-FE)		58(LHD 7A-FE)	L 1	72(LHD),82(RHD)
F 1	68(LHD 7A-FE)] " -	74(RHD 35-GE)	R &	72(LHD), 82(RHD)
	74(RHD 38 GE)]	76(RHD 3S-FE)	R 9	72(LHD).82(RHD)
	76(RHD 38-FE)	ī	78(RHD 55-FE)		

- RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO 2 (ENSINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND IMPANE C/B (LEFT KICK PANEL)
1 M	52(RHD)	ENGINE ROOM MAIN WIRE AND IMPANE L/B (RIGHT KICK PAMEL)
	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE U/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE U/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE L/B (LEFT KICK PANEL)
AP	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE L/B (RIGHT KICK PANEL)
1.6	54(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
TA.	56(RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/8 NO.1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
1F	54(LHD)	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
11	56(RHD)	FLOOR WIRE AND J/B NO.! (RIGHT KICK PANEL)
414	54(LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K	56(RHD)	COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTHENT FRONT LEFT)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
The	90(LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
101	102(RHD)	ENGINE ROOM MAIN WIRE AND COM. WIRE (RIGHT KICK PANE.)
102	90 (LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
181	90(LHD)	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
881	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
160	106 (RHD)	FLOOR MIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)

🔽 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS COCATION			
	84(LHD 35 GE)				
	86(LHD 3S-FE)				
EA	88(LHD 7A-FE)	FRONT SIDE OF RIGHT FENDER			
EA	96 (RHD 3S GE)	FROM SIDE OF WIGHT FEMDER			
	98(RHD 38-FE)				
	100(RHD 5S-FE)				
	84(LHD 35 GE)				
	86(LHD 38-FE)				
EB	88(LHD 7A-FE)	FRONT SIDE OF LEFT FENDER			
C.D	96(RHD 3S-GE)	SKOW! SIDE OF TELL LEGICEK			
	98(RHD 35-FE)				
	100(RHD 5S-FE)				
ID	90(LHD)	LEFT KICK PANEL			
10	102(RHD)	RIGHT KICK PANEL			
ВІ	94(LHD)	BACK DOOR CENTER			
01	106(RHD)	DAGE DOOK CENTER			

: SPLICE POINTS

_					
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 35 GE)			96 (RHD 35 GE)	
E 1	86(LHD 38-FE)	ENGINE ROOM MAIN WIRE	EIO	98(RHD 3S-FE)	ENGINE ROOM MAIN WIRE
	88(_HD 7A-FE)			100(RHD 55-FF)	
P. 4	84(LHD 35 GF)		1 1	92 (LHD)	COWL WIRE
E 4	88(LHD 7A-FE)		8 8	94(LHD)	LUGGAGE ROOM WIRF
,	96 (RHD 38-GE)		B16	106 (RHD)	FLOOR WIRE
E 9	98 (RHD 35 FE)		B17	106(RHD)	LUGGAGE ROOM VIRE
!	100(RHD 68-FE)				

(EHD) C10

(RHD W/ CRUISE CONTROL) C10

(RHO W/O CRUISE CONTROL) C10







0 2



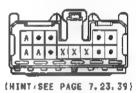




113

A A A

J 2 BLUE



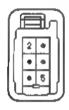
(HINT: SEE PAGE 7.23.39)

L 1

(EUROPE) R 8.R 9



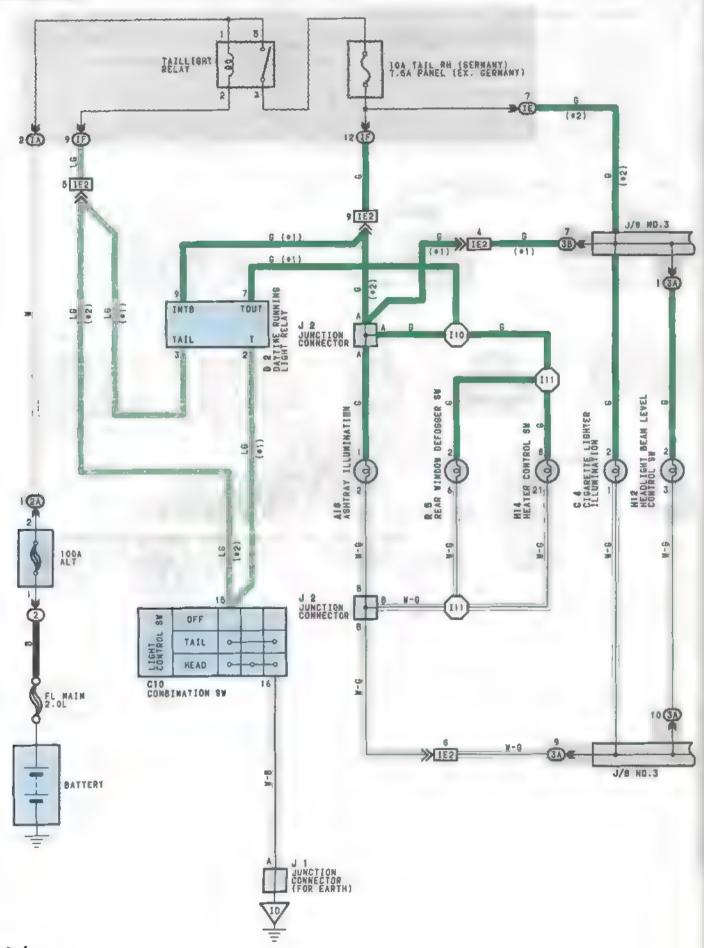








ILLUMINATION(LHD)



•4 :W/O POWER AMPLIFIER •5 EUROPE •6 G C C . DEWIND

1/8 NO 3 2 (3A) 9 (3C) 2 (3B) 6 (3B) 5 31 8 30 7 (30) (03) 10 1K1 COMBINATION NETER LLUMINATION (COMB. NETER) (+3) 38 60 REAR FOS LIGHT SU GLOVE BOX LIGHT R 26.C.R 36 2(A) (+3) (+5) HIS HEADLIGHT CLEANER (+61 HAZARD SW 2 B 0 3 0/0 HAIN ST SIIA. SI2B STERED POVER AMPLIFIER 8 HEOSTAT ILce ILL: ð 3 9 ILL-2 9 (A) [• 3] 5 (B) [• 4] (+5) (+6) 13(A) 2 (+3) (90) GENERAL (90) 8-1 35 25 5 [K2 GLOVE BOX LIGHT (Ge) [10] (68) 61 [99] 9-(90) 0-4 10 - B 2 W-B (+3) (106) 13 (3B) 12 (39) 10 30 4 (3B) 1130 1439 8 (3A) 13 (30) 12 (3A) J/8 ND.3 J/8 NO.3 1430



ILLUMINATION(LHD)

- SERVICE HINTS

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT) CLOSED ENGINE RUNNING (M/ DAYTIME RUNNING LIGHT)

CIOLIGHT CONTROL SW [COMB. SW]

15-16 CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A16	70	H12	70	R 3 B	70
C 4	70	H13	70	R 4	70
C 7	70	H14	70	R 5	70
CIO	70	J 1	70	R 7	70
D 5	70	J 2	70	S11 A	70
6 1	70	0.3	70	812 8	70
6 2	70	A A	70		
H1 1	70	R 2 C	70		

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

🖒 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE L/B (LEFT KICK PANEL)
IE	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
I₽	az (CND)	THE TARE BUT AND TAKEN OF THE PARTY
2A	60	ENGINE ROOM MAIN WIRE AND JB NO 2 (ENGINE COMPARTMENT FRONT LEFT)
3A		
3B	58	INSTRUMENT PANEL WIRE AND JB NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)
30		

. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

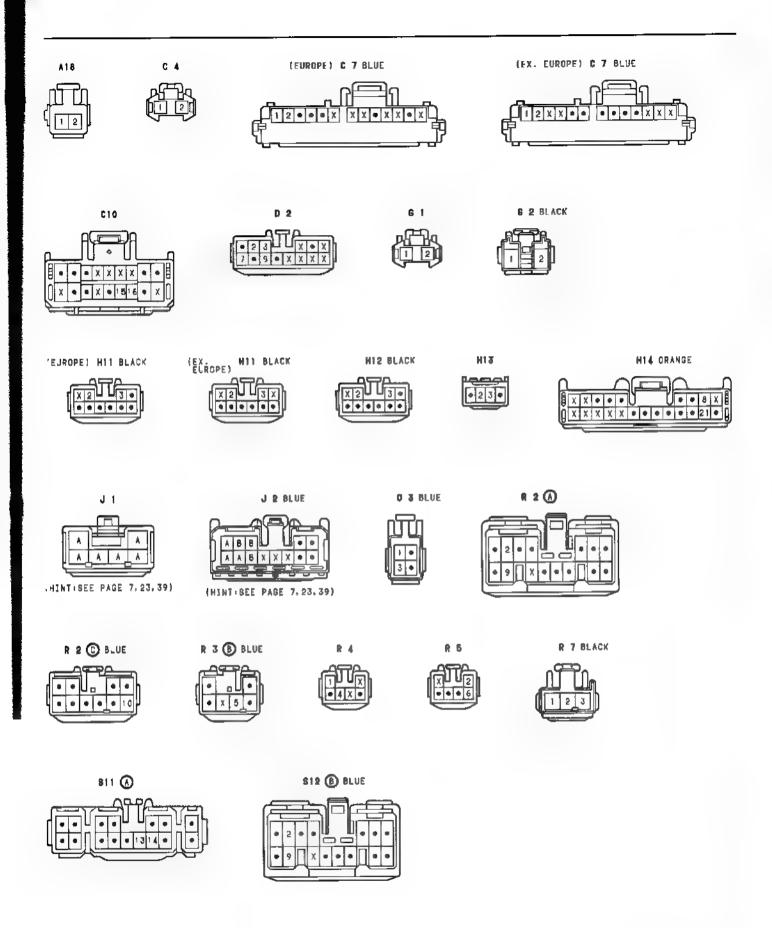
CODE	SEE PAGE	PAGE LOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)				
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND CONL WIRE (LEFT KICK PANEL)				
IKI	92(LHD)	INSTRUMENT PANEL WIRE AND FLOOR NO 3 WIRE (BEHIND THE RADIO AND PLAYER)				
IK2	/=,=/	THE REAL AND LESS AS STATE INTERPRETATION AND LEASEN				

FOUND POINTS

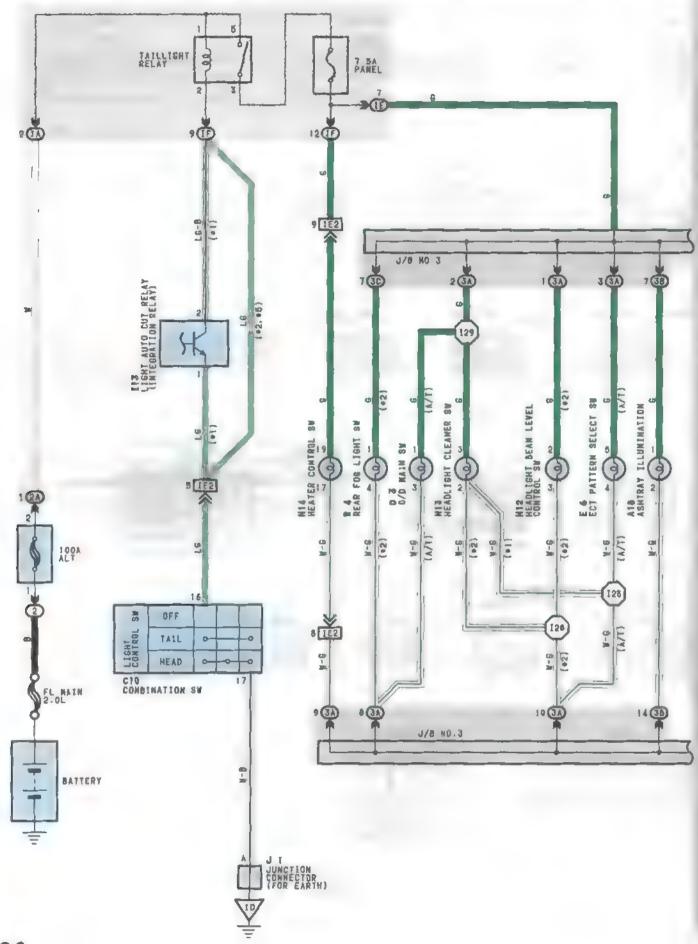
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	90(LHD)	LEFT KICK PANEL
1E	90(LHD)	INSTRUMENT PANEL BRACE _H

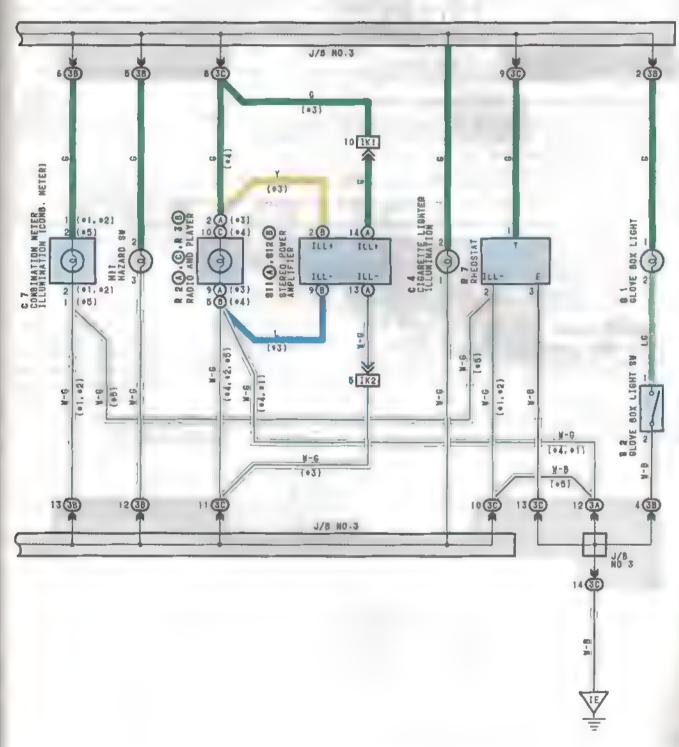
SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I10	92(LHD)	COWL WIRE	111	92(LHD)	COWL WIRE



ILLUMINATION(RHD)







ILLUMINATION(RHD)

SERVICE HINTS

TAILLIGHT RELAY

5-3. CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

CIOLIGHT CONTROL SW [CONB. SW]

16-17-CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR NEAD POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A18	80	HII	80	D 2 A	80
C 4	80	H12	0.8	W 2 C	80
C 7	80	H13	80	R 3 B	80
C10	80	H14	80	R 4	80
E 6	80	I13	80	R 7	80
6	80	J 1	80	811 A	80
G 2	50	03	80	812 8	80

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SET PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)			
IA	52(RHD)	NGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)			
IE IF	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PAKEL)			
24	60	ENGINE ROON MAIN WIRE AND J/B NO.2 (FNGINE COMPARTMENT FRONT LEFT)			
34					
38	58	INSTRUMENT PANE. WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)			
3C					

. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

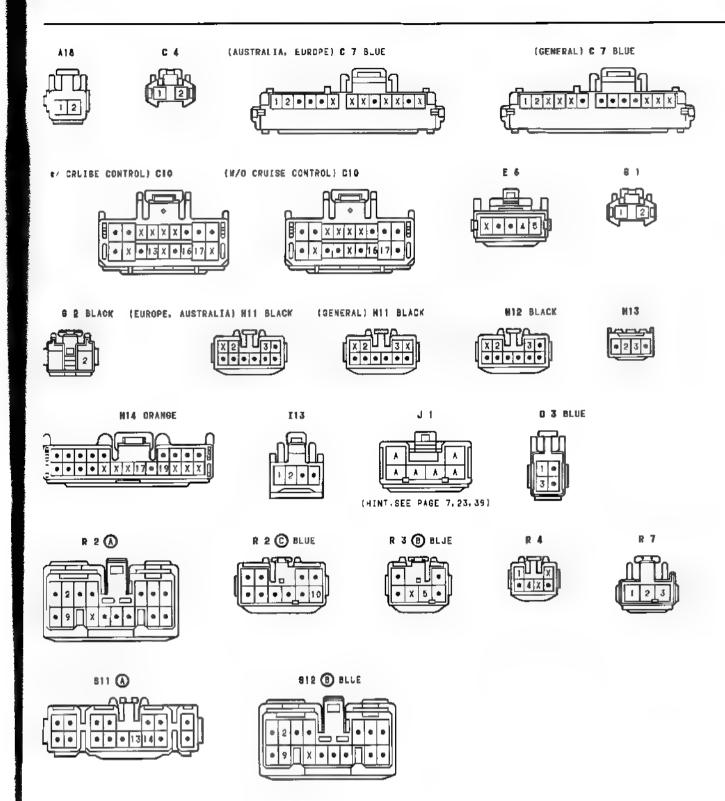
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
IK1	104(RHD)	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IK5	.04(460)	INSTRUMENT PAREL SING AND PEONE NO. S BIRE (DEFINE INC RADIO AND PENTEX)

I GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
10	102(RHD)	RIGHT KICK PANE.
IE	102 (RHD)	INSTRUMENT PANEL BRACE LH

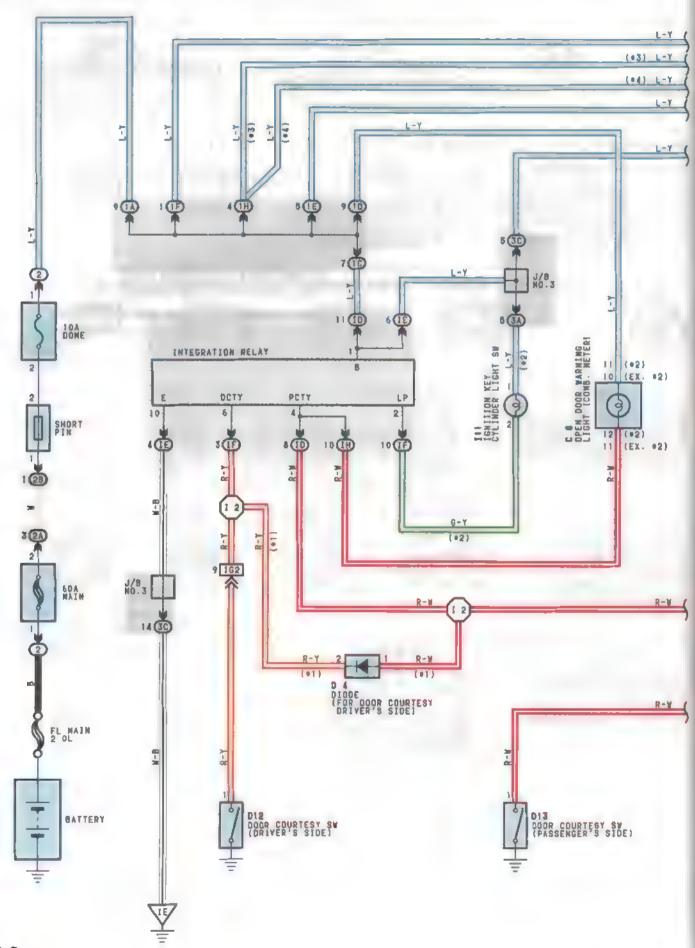
() : SPLICE POINTS

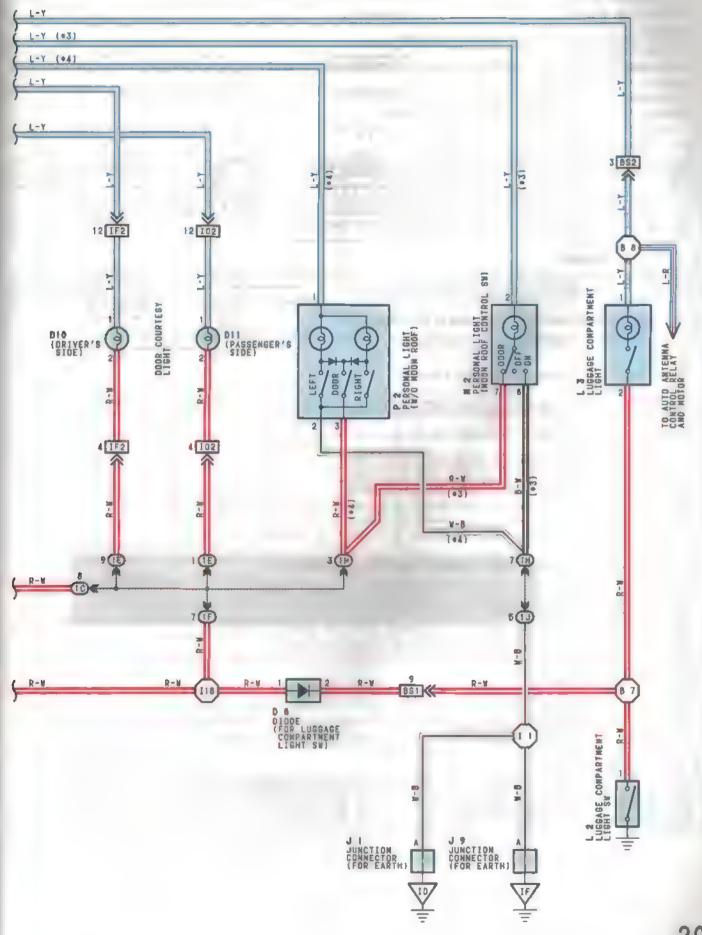
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
128	104(RHD)	INSTRUMENT PANEL WIRE	129	104(RHD)	INSTRUMENT PANEL WIRE





INTERIOR LIGHT(LHD)







INTERIOR LIGHT(LHD)

- SERVICE HINTS

INTEGRATION RELAY

- 1-GROUND: ALWAYS APPROX. 12VOLTS
- 6-GROUND CONTINUOUS WITH THE DRIVER'S SIDE DOOR OPEN
- 10 GROUND: ALWAYS CONTINUOUS

D12.D13 DOOR COURTESY SW (DRIVER'S SIDE), (PASSENGER'S SIDE)

- 1-GROUND: CLOSED WITH THE DOOR OPEN
- L 2 LUGGAGE COMPARTMENT LIGHT SW
- 1-GROUND: CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	70	012	72	L 2	72
D 4	70	013	72	L 3	72
D 8	70	III	70	N 2	72
D10	72	J 1	70	P 2	72
D11	72	J 9	70		

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	BEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)		
ID				
IE	B2(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)		
İF	OE (LIID?	and induced the time and include of a (ED) , NION FAMELY		
10				
1.8	54(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)		
10				
10	54 (LHD)	INSTRUMENT PAREL WIRE AND L/B NO 1 (LEFT KICK PANEL)		
1 E				
1F	54(LHO)	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)		
111	84 (LHD)	ROOF WIRE AND J/8 NO.1 (LEFT KICK PANEL)		
1J	54 (LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)		
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)		
26	50	CHESTE TOOK WALE STATE AND O'D HAVE I LAGING CONFAMINENT FRUNT LEFT		
3A	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)		
3C	59	ARGINGHER! PARCE REAL AND GOOD TOTAL THE ARGINGHER! PARCE GERIER!		

I CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

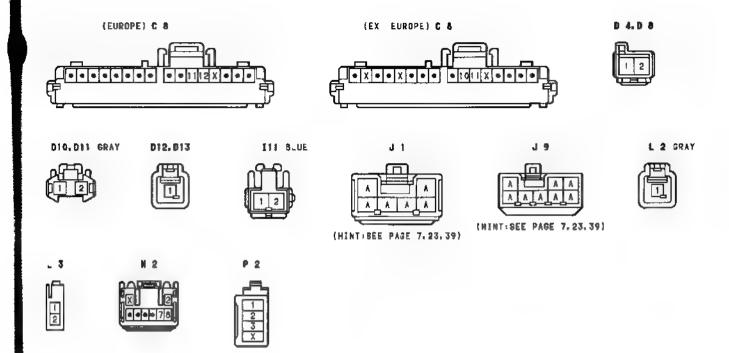
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF2	90(LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
1 G 2	90(LHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
102	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
881	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
882	74(LNU)	FEMAR BIRE AND EGGANGE ROOM BARE (EGGANGE ROOM LEFT)

7 - GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	90(LHD)	LEFT KICK PANEL
IE	90 (LHD)	INSTRUMENT PANEL BRACE _H
IF	90(LHD)	R/B NO.4 SET BOLT

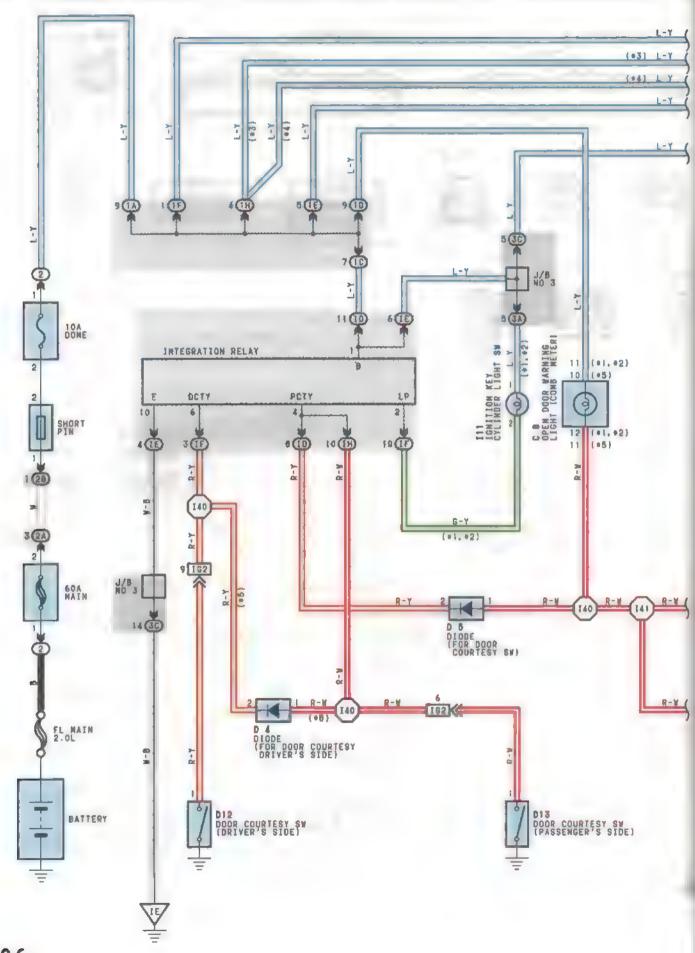
) + SPLICE POINTS

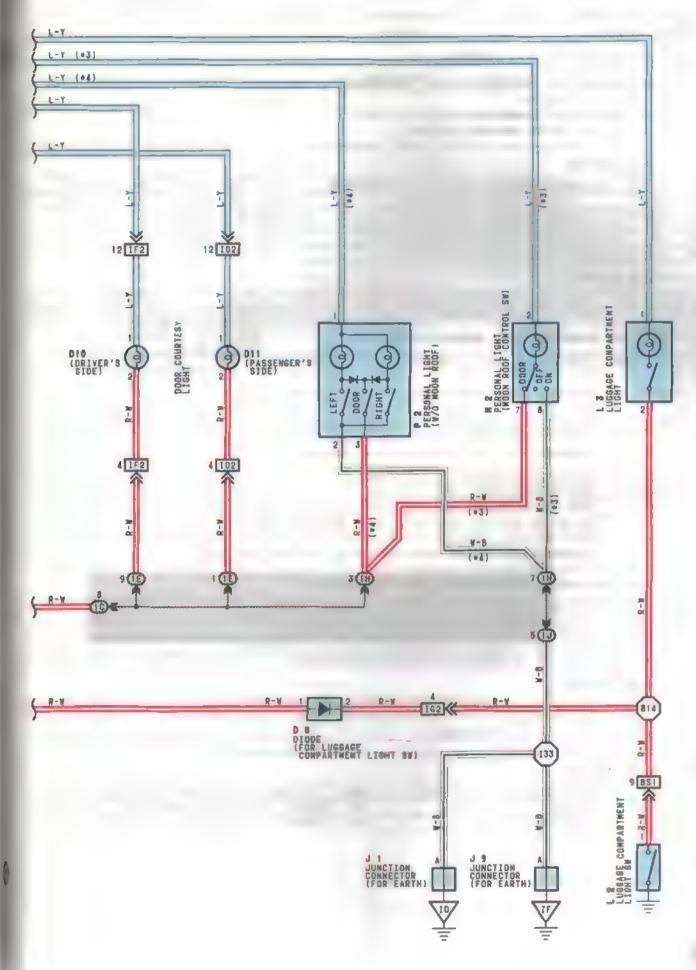
CODE	SFF PAGE	WIRE HARMESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	92(LHD)	COWL WIRE	B 7	94(LHD)	LUGGAGE ROOM WIRE
1 2	92(LHD)	INSTRUMENT PANEL WIRE	B 8	94(LNU)	LUGGAGE ROOM MIRE
118	92(LHD)	FLOOR WIRE			





INTERIOR LIGHT (RHD)







INTERIOR LIGHT(RHD)

- SERVICE HINTS

INTEGRATION RELAY

(-GROUND:ALMAYS APPROX. 12 VOLTS 6-GROUND:CONTINLOJS WITH THE DRIVER'S SIDE DOOR OPEN

10-GROUND: ALWAYS CONTINUOUS

DIR.DIS DOOR COURTESY SW (DRIVER'S SIDE). (PASSENGER'S SIDE)

1-GROUND:CLOSED WITH THE DOOR OPEN

L 2 LUGGAGE COMPARTMENT LIGHT SW

I-GROUND: CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

O | PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	80	D11	82	J 9	60
D 4	80	012	82	L 2	82
0 5	80	D13	82	L 3	82
0.8	80	111	80	N 2	62
0.70	62	J 1	80	P 2	82

- RELAY BLOCKS

-			
	CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
ľ	2	60	R/B NO 2 (FNGINE COMPARTMENT FROMT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE MARNESS (COMMECTOR LOCATION)				
IF	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)				
IH						
1 A	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)				
10						
10	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)				
H						
1 F	56 (RHD)	FLOOR WIRE AND J/B MO-1 (RIGHT KICK PANEL)				
114	56(RHD)	ROOF WIRE AND L/B NO.1 (RIGHT KICK PANEL)				
13	56(RHD)	COWL WIRE AND L/B NO.1 (RIGHT KICK PANEL)				
2A	60	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)				
28	00	TENGINE ROOM MAIN TIKE AND JOB NO.2 (ENGINE COMPAR/MENT FRONT LEFT)				
3A 3C	58	INSTRUMENT PANEL WIRE AND J/8 NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)				

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

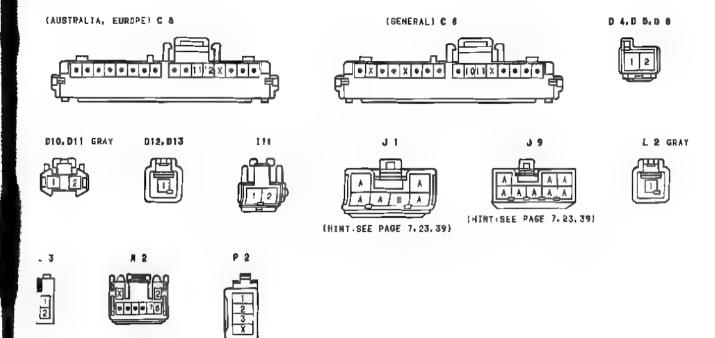
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF2	102(RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
162	102(RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)
102	104(RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
881	106 (RHD)	FLOOR WIRE AND LIGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)

▼ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
10	102(RHD)	RIGHT KICK PANEL
IE	102(RHD)	INSTRUMENT PANEL BRACE LH
ÎF	102 (RHD)	R/B ND.4 SET BOLT

: SPLICE POINTS

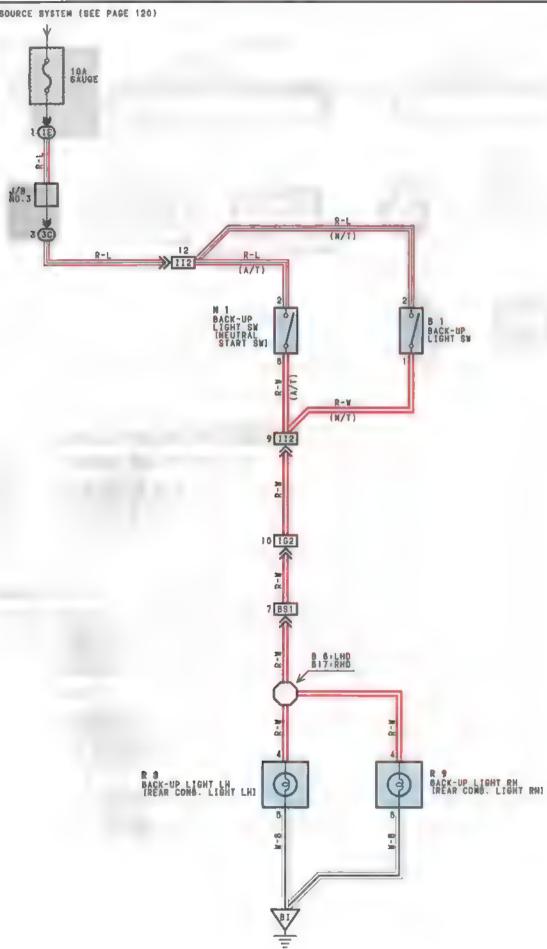
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
133	104(RHD)	COWL WIRE	141	104 (RHD)	INSTRUMENT PANEL WIRE
140	104(RHD)	INSTRUMENT PANEL WIRE	014	106 (RHD)	FLOOR WIRE





BACK-UP LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



- SERVICE HINTS

N I BACK-UP LIGHT SW INEUTRAL START SWI (A/T)

2-8: CLOSED WITH THE SHIFT LEVER IN R POSITION

8 | BACK-UP LIGHT SW (M/T)

2-1: CLOSED WITH THE SHIFT LEVER IN # POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
-	64(LHD 3S-GE)		76(RHD 3S FE)	R 6	72(_HD),82(RHD)
	66(LHD 35-FE)	P '	78 (RHD 58-FE)	R 9	72(LHD)-82(RHD)
" "	66(LHD 7A-FE)	h 1	66(LHD 38-FE)		
	74(RHO 3S-GE)	1 11 1	78(RHD 55-FE)		

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
16	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
. IE	52 (RHD)	INSTRUMENT PANEL MIRE AND INPANE U/B (RIGHT KICK PANEL)
3£	58	INSTRUMENT PANEL NIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
162	90 (LHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
142	102(RAD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)
112	92(LHD)	- ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)
114	104(RHD)	ENGINE BIRE AND INSTRONGRI PARCE WIRE (MEAN THE ENGINE ELU)
881	94(LRD)	FLOOR WIRE AND LUGSAGE ROOM WIRE (LUGGAGE ROOM LEFT)
10.91	106(RHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (_JGGAGE ROOM RIGHT)

GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION		 		
81	94(LHD)	BACK DOOR CENTER				
01	106(RHD)	BACK DOUR CENTER				

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
8 8	94(LHD)	LJGGAGE ROOM WIRE	B17	106 (RHD)	LUGGAGE ROOM WIRE

B 1 GRAY



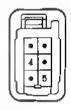




TRHO) N 1 GRAY



(ELROPE) R 8.R 9



(EX. EURDPE) R &.R 9



*I .W/ HIGH MOUNT STOP LIGHT FROM POWER SOURCE SYSTEM (SEE PAGE 120) IE2 STOP LIGHT SW J 2 JUNCTION CONNECTOR TO ABS ECU TO ENGINE AND ECT ECU (A/T). ENGINE ECU (M/T) B 6:LHD B13:RHD 6 BS1 HIGH MOUNT STOP LIGHT 8: LHD 817: RHD

- SERVICE HINTS -

813 STOP LIGHT SW

1-2: CLOSED WITH THE BRAKE PEDAL DEPRESSED

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
H15	72(LHD1,82(RHD)	R &	72(_HD), 82(RHD)	813	70(LHD).80(RHD,
J 2	70(LHD), 80(RHD)	R 9	72(_HD), 82(RHD)		

U . JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	LUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1F	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGAT KICK PANEL)
1F	54 (LHD)	FLOOR WIRE AND J/B NO 1 (LEFT KICK PANEL)
	56 (RHD)	FLOOR WIRE AND J/B NO.1 (RISHT KICK PANEL)
14	54(LHD)	COME WIRE AND J/B NO.1 (LEFT KICK PAMEL)
	56 (RHD)	COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE MARNESS (CONNECTOR LOCATION)		
1E2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)		
	102(RHD)	INSTRUMENT PANEL WIRE AND COME WIRE (RIGHT KICK PANEL)		
BQ1	94 (LHD)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)		
	106(RHD)	SALA DOUR AGE! WIRE AND PLUGR WIRE (DAGE DOOR OPPER LEFT)		
BR1	94(LHD)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR BPPER LEFT)		
	106(RHD)	DACK DOOK 40-2 BIKE 440 DACK DOOK NO.! BIKE (DACK DOOK DPPER LEFT!		
B81	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)		
	106 (RHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)		

GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION		
ВН	94(LHD)	JADER THE LEFT CENTER PILLAR		
	106 (RHD)	UNDER THE PIGHT CENTER PILLAR		
BI	94(LHD)	BACK DOOR CENTER		
	106 (RHD)	BACK DULK CEMIER		

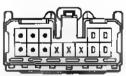
) + SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 6	94(LHD)	FLOOR WIRE	813	106 (RHD)	FLOOR WIRE
B 6	94(LHD)	LUGGAGE ROCH WIRE	817	106 (RHD)	LUGGAGE ROOM WIRE

H15

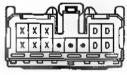


(LHO) **J 2** BCUE



(HINT: SEE PAGE 7, 23, 39)

(RAD) J 2

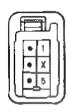


(HINT: SEE PAGE 7, 23, 39)

(EUROPE) R B.R 9



(EX. EUROPE) R 8.R 9



(W/ CRUISE CONTROL) \$13

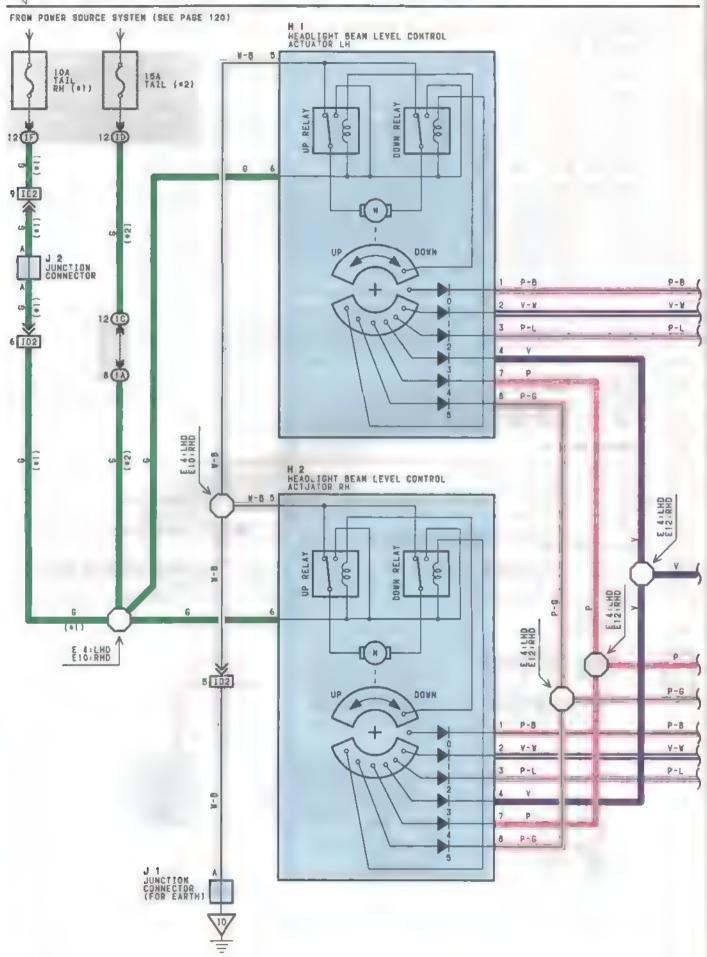
(W/O CRUISE CONTROL) \$13

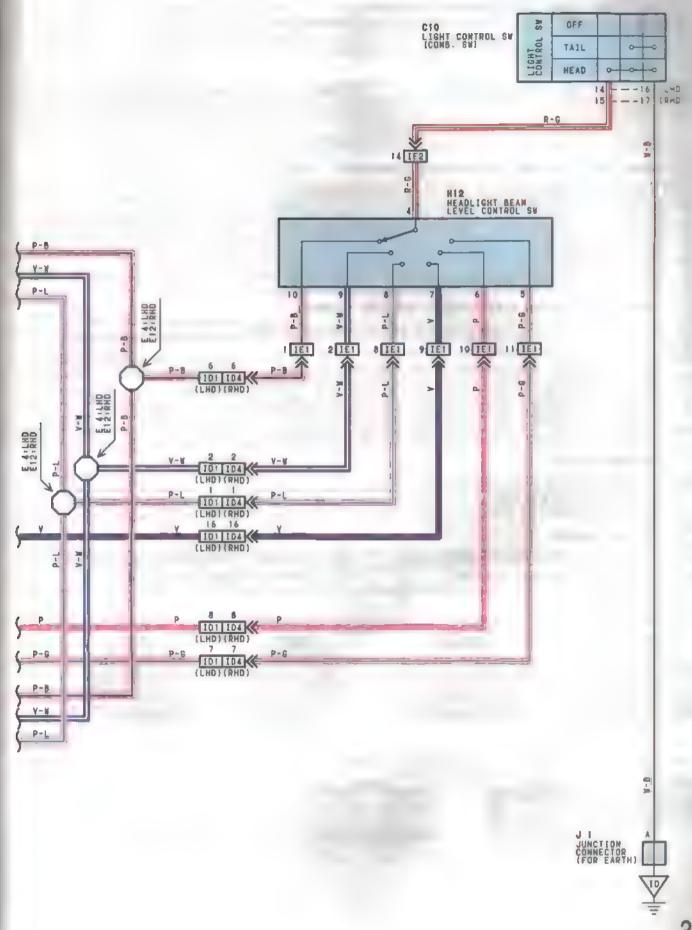






HEADLIGHT BEAM LEVEL CONTROL







HEADLIGHT BEAM LEVEL CONTROL

SERVICE HINTS -

H 1.H 2 HEADLIGHT BEAM LEVEL CONTROL ACTUATOR

6-GROUND: APPROX. 1240LTS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

5-GROUND: ALWAYS CONTINUIOUS

O | PARTS LOCATION

	30	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
CI	10	70(LHD),80(RHD)		64(LHD. 38-GE)	J 1	70(LHD).80(RHD)
		64(LHD, 3S-GE)	H 2	6B(LHD, 7A-FE)	J 2	70
- 88	# 1	68(LHD, 7A-FE)		74(RHD. 3S-GE)		
		74(RHD, 38-GE)	N12_	70(LHD), 60(RHD)		

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARMESS (COMMECTOR LOCATION)
	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
-	54 (LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1A	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANE.)
10	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

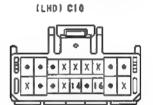
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (COMNECTOR LOCATION)
ID1	90(LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
ID4	102(RHD)	ENGINE ROOM MAIN WIRE AND COME MIRE (INSIDE OF R/B NO.4)
IE1	90 (LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
TEI	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
IE2	90(LHD)	[INSTRUMENT PAME, WIRE AND COWL WIRE (LEFT KICK PAMEL)
IF5	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)

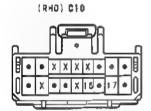
7 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID.	90(LHD)	LEFT WICK PANEL
10	102(RHO)	RIGHT KICK PANEL

) | SPLICE POINTS

COD		WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E /	84(LHD 35~GE)	ENCINE BOOM MAIL MIDE	E10	06/DUD TO-OE)	ENGINE ROOM MAIN WIRE
64	88(LHD 7A-FE)	ENGINE ROOM MAIN WIRE	E12	96(KHD 38-GE)	ENGINE KOUM MAIN WIKE



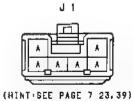


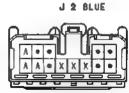




H12 BLACK







(HINT: SEE PAGE 7.23.39)

LIGHT AUTO TURN OFF



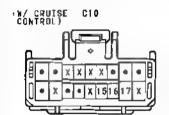
1

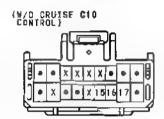
CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	102(RHD)	ENGINE ROOM MAIN WIRE AND COV. WIRE (RIGHT KICK PANEL)
1E2	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
165	102(RHD)	INSTRUMENT PANE. WIRE AND FLOOR WIRE (RIGHT MICK PANEL)

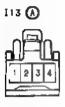
V : GROUND POINTS

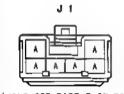
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	102(RHD)	RIGHT KICK PANEL







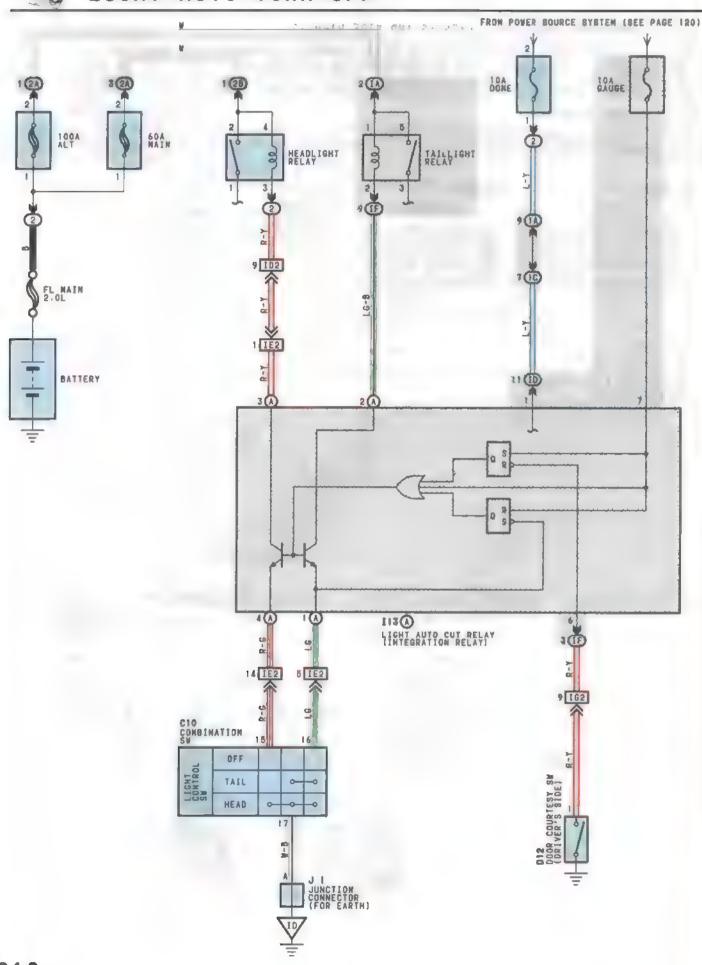




(HINT SEE PAGE 7, 23, 39)



LIGHT AUTO TURN OFF



- SYSTEM DUTLINE -

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO TERMINAL 7 OF THE INTEGRATION RELAY THROUGH THE GAUGE FUSE VOLTAGE IS APPLIED AT ALL TIMES TO TERMINAL (2 OF THE INTEGRATION RELAY THROUGH THE TAILLISHT RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

F TURN TAILLIGHT ON

WITH LIGHT CONTROL SN TURNED TO TAIL POSITION, A SIGNAL IS INPUT INTO TERMINAL (A) 1 OF THE INTEGRATION RELAY DUE TO THIS SIGNAL, THE CURRENT FLOWING TO TERMINAL (A) 2 OF THE RELAY FLOWS TO TERMINAL (A) 1 -> TERMINAL 16 OF THE LIGHT CONTROL SN -> TERMINAL 17 -> TO GROUNG AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON

. TURN HEADLIGHT ON

WITH LIGHT CONTROL SN TURNED TO HEAD POSITION, A SIGNAL IS INPUT INTO TERMINAL (A) 1 AND (A) 4 OF THE INTEGRATION RELAY. DJE TO THIS SIGNAL, THE CURRENT FLOWING TO TERMINAL (A) 3 OF THE RELAY FLOWS TO TERMINAL (A) 4 \rightarrow TERMINAL 18 OF THE LIGHT CONTROL SN \rightarrow TERMINAL 17 \rightarrow TO GROUND IN THE HEADLIGHT CIRCLIT, AND CAUSES THE TAILLIGHT AND HEADLIGHT RELAY 70 TURN THE LIGHT ON. THE TAILLIGHT CIRCLIT IS THE SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND IGNITION SW TURNED OFF (INPLT SIGNAL GOES TO TERMINAL 7 OF THE RELAY), WHEN THE DRIVER'S DOOR IS OPENED (INPUT SIGNAL GOES TO TERMINAL 6 OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CLT OFF FLOWING FROM TERMINAL (A) 2 OF THE RELAY TO TERMINAL (A) 1 IN TAILLIGHT CIRCUIT AND FROM TERMINAL (A) 3 TO TERMINAL (A) 4 IN HEADLIGHT CIRCUIT

AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY

- SERVICE HINTS

HEADLIGHT RELAY

2-1:CLOSED WITH THE LIGHT CONTROL SW AT MEAD POSITION OR THE DIMMER SW AT FLASH POSITION

TAILLIGHT RELAY

3-5: CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

DI2 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND CLOSED WITH THE DOOR OPEN

113 A LIGHT AUTO CUT RELAY (INTEGRATION RELAY)

7-GROUND APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

6-GROUND CONTINUOUS WITH THE DRIVER'S DOOR OPEN

- 1-GROUND: ALWAYS APPROX. 12VOLTS
- A 2-GROUND ALWAYS APPROX 12VOLTS
- (A) 3 GROUND ALWAYS APPROX. 12VOLTS
- A -GROUND CONTINUOUS WITH THE LIGHT CONTROL SN AT HEAD POSITION
- A 1-GROUND CONTINUOUS WITH THE LIGHT CONTROL SW AT TAIL OR MEAD POSITION

O PARTS LOCATION

9	COJE	SFF PAGE	CODE	SEE PAGE	CODE	SEE PAGE
[C10	60	I13 A	80	·	
Į	D12	82	J 1	20		

RELAY BLOCKS

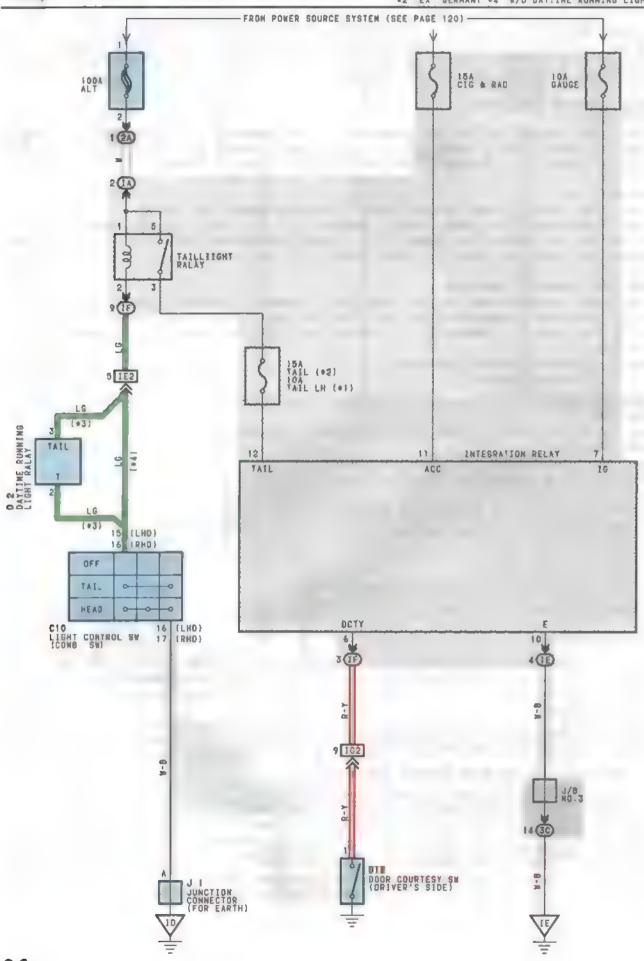
CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ZA	52 (RHD)	ENGINE ROOM MAIN WIRE AND INPANE JB (RIGHT KICK PANEL)
ID IF	52(RKD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
- (A)	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO 1 (RIGHT KICK PANE.)
10	B6(RHD)	INSTRUMENT PAREL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
2A 2B	60	ENGINE ROOM MAIN MIRE AND J/5 NO 2 (ENGINE COMPARTMENT FRONT LEFT)



LIGHT REMINDER BUZZER 1 GERNANY 1 M/ DAYTIME RUNNING LIGHT SYSTEM 1 OF THE RUNNING LIGHT SYSTEM



SYSTEM DUTLINE

WHEN THE IGNITION SW IS TURNED ACC. CURRENT FLOWS TO TERMINAL 11 OF THE LIGHT REMINDER RELAY THROUGH THE CIG & BAD FISE. WHEN THE IGNITION SW IS TURMED ON, CURRENT FLOWS TO TERMINAL 7 OF THE LIGHT RENINDER RELAY THROUGH THE BAUGE FUSE. WHEN THE LIGHT CONTROL SW 18 TURNED TO TAIL OR HEAD POSITION. CURRENT IS APPLIED TO TERNINAL 12 OF THE LIGHT

LIGHT REMINDER SYSTEM

WHEN THE LIGHT CONTROL SW IS AT TAIL OR HEAD POSITION. THE IGNITION SW IS TURNED TO DFF OR ACC FROM ON POSITION. AND THE DRIVER'S DOOR IS OPENED (BOOR COURTESY SW ON), THE CURRENT FLOW TO TERMINAL 7 OF THE LIGHT PEHINDER RELAY STOPS AS A RESULT, THE RELAY IS ACTIVATED AND CURRENT FLOWS FROM TERMINAL 12 OF THE RELAY -> TERMINAL 10 -> TO GROUND. SOUNDING THE LIGHT REWINDER BUZZER.

SERVICE HINTS

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR MEAD POSITION (W/g DAYTIME RUNNIMS LIGHT) CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

LIGHT REMINDER RELAY CINTEBRATION RELAY)

- 7 GROUND: APPROX 12 YOLTS WITH THE IGNITION SW AT ON POSITION 12 GROUND: APPROX. 12 YOLTS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION
- 6-GROUND CONTINUITY WITH THE DRIVER'S DOOR OPEN
- 11-GROUND: APPROX. 1240_TS WITH THE IGNITION SW AT ACC POSITION
- 10-GROUND: ALWAYS CONTINUIOUS

0 : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PARE	CODE	SEE PAGE
C10	70(LHD).80(RHD)	D12	72(LHD).82(RHD)		
D 2	70	J 1	70(LHD), 80(RHD)		

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
	52(LHD)	ENGINE ROOM MAIN WIRE AND INPAME J/B (LEFT KICK PANEL)
IA	52 (RHD)	FRGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
16	52(RHD)	INSTRUMENT PAMEL WIRE AND INPAME J/B (RIGHT KICK PAMEL)
1F	52(_HD)	INSTRUMENT PAMEL WIRE AND INPAME J/B (LEFT KICK PAMEL)
11	52 (RHD)	INSTRUMENT PAMEL WIRE AND INPAME J/B (RIGHT KICK PAMEL)
2 A	60	ENGINE ROOM MAIN WIRE AND J/B MO.2 (ENGINE COMPARTMENT FRONT LEFT)
3¢	58	INSTRUMENT PAMEL WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PAMEL CENTER)

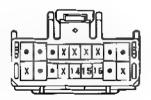
1 CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

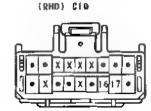
CODE	SEE PAGE	SEE PAGE JUINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION?						
1E2	90 (LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)						
162	102 (RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (WIGHT KICK PANEL)						
700	90 (LHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)						
162	192(RHO)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)						

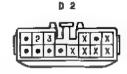
BROUND POINTS

· ·		
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	90 (LHD)	LEFT KICK PANEL
10	102{RHD}	RIGHT KICA PAMEL
16	90(LH0)	INSTRUMENT PANEL BRACE LH
16,	102 (RHD)	INSTRUMENT FRACE DARGE EN

(LHD) C10

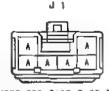








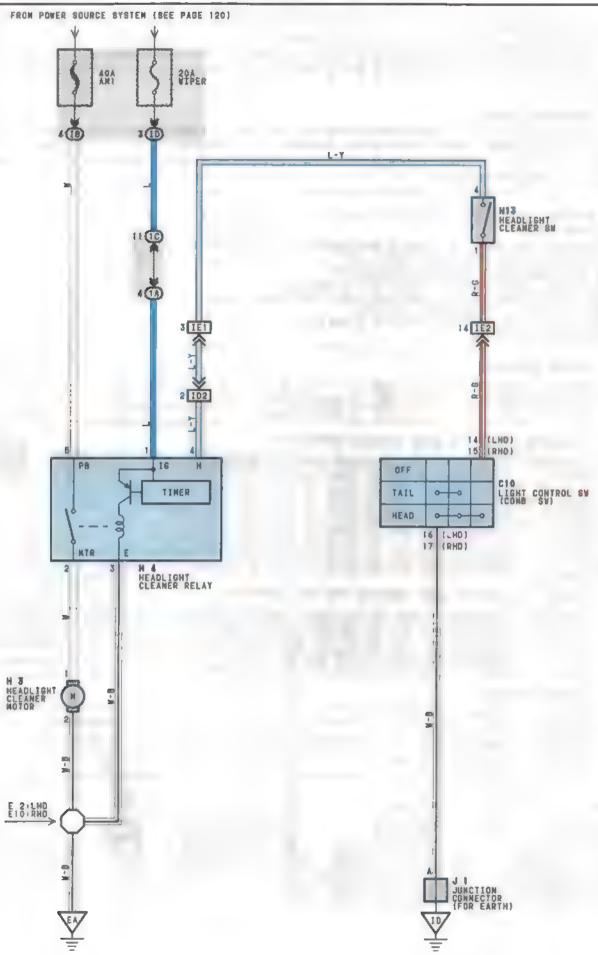
012



ININT: SEE PAGE 7, 23, 39



HEADLIGHT CLEANER (EUROPE)



- SERVICE HINTS -

H 4 HEADLIGHT CLEANER RELAY

5 2 CLOSE WITH THE LIGHT CONTROL SW AT HEAD POSITION AND THE HEADLIGHT CLEANER SW ON

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C19	70(_HD).80(RHD)	H 3	74(LFE 38 DE	B 4	74(RHD 35 GE)
	64(LHD 38 GE)	N 4	641,HD 38-7E	H13	70(LHD),69(RHD
- 0	68(LHD 7A-FE)	7 7 4	60.LHO A-FE	J 1	70(LHD)-80(RHD)

U . JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND MIRE HARNESS COMMECTOR LOCATION
13	25(FHD)	ENGINE ROOM MAIN VIRE AND INPANE U/B GEFT KITK PANEL
14	52(RHD,	ENGINE ROOM MAIN WIRE AND INPANE J/B RIGHT WICK PANE
10	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE ./B .EFT KICK -AAT.
10	52(RHD)	INSTRUMENT PANEL FIRE AND IMPANE U/S AISHY FICK PANE.
18	54(LMB)	ENGINE ROOM MAIN WIRE AND U/3 MO _SFT KIDY PAMEL
. 16	56 (RHQ)	ENGINE ROOM HAIR STOR HO TO TO TO TO TO TO TO TO TO TO TO TO TO
16	54(LHD)	INSTRUMENT PANEL YIRE AND U.B. NO. LEFT KICK PANELI
	56(RHD)	INSTRUMENT PANEL VIRS AND U/B NG 1 RIGHT KICK PANEL

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	COINING WIRE HARNESS AND MIRE HARNESS (CONNECTOR LOCATION)
102	80(FHD)	ENGINE ROOM MAIN WIRE AND COVE WIRE (LEFT KICK PANEL)
102	102 (RHD)	ENGINE ROOM MAIN WIRE AND COME WIRE (RIGHT KTCK PANEL)
IE1	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
151	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
1E2	90 (LHD)	INSTRUMENT PAMEL WIRE AND COME WIRE (LEFT NICK PAMEL)
158	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)

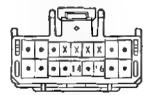
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
	84(LHD 3S-GE)	
ΕA	88(LHD 7A-FE)	FROMT SIDE OF RIGHT FENDER
L	96(RHD 3S-GE)	
1 70	90(LHC)	LEFT KICK PANEL
10	102(RHD)	RIGHT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	COBE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	84(LHD 38-GE)	EPOINE ROOM MAIN NIRE	E10	96(RHD 35-GE)	ENGINE ROON MAIN WIRE
E 2	88(LHO 7A-FE)	PROTUE KOON MAIN 41KC			





(RHD) C10



H 3 BLACK



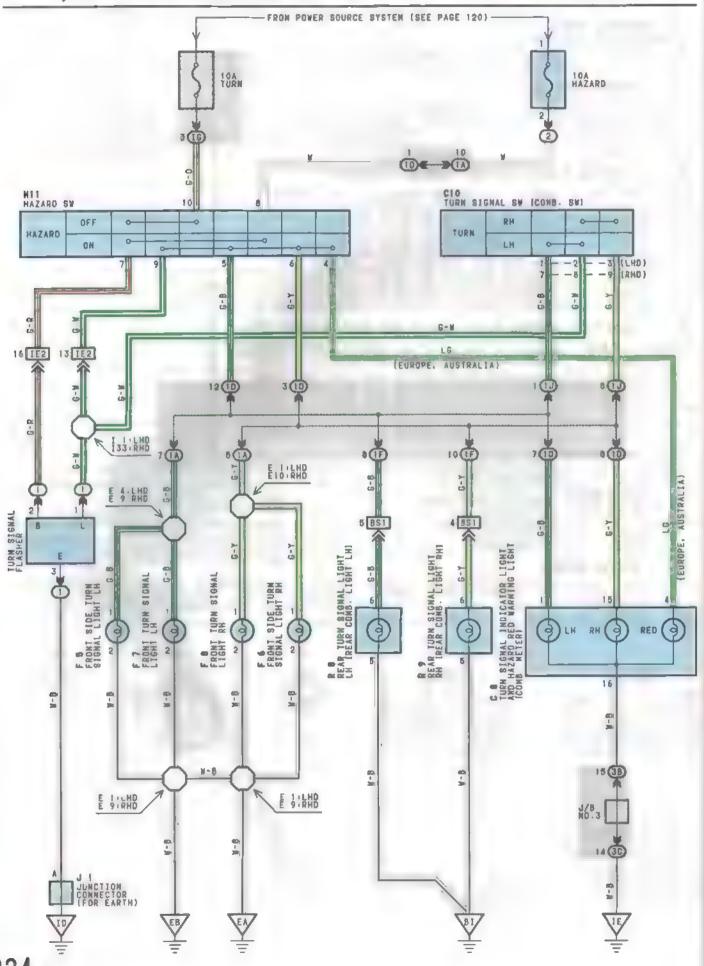
H13





(HINT: SEE PAGE 7, 23, 39)

TURN SIGNAL AND HAZARD WARNING LIGHT



1URN 02-66 11-66	SERVICE HINTS SIGNAL FLASHER ROUND APPROX. 12YOLIS WITH THE IG ROUND: CHANGES FROM 12 TO GYOLIS W OR WITH THE HAZARO SW DN ROUND: ALWAYS CONTINUOUS			IAL SW LEFT	OR RIGHT,			
0 :	PARTS LOCATION							
3000	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE			
C B	70(LHD), 80(RHD)		68(LHD 7A-FE)		64(LHD 3S-GE)			
C10	70(LHD).80(RHD)		74(RHD 39-6E)	7	66(LHD 36-FE)			
	64(LHD 3S GE)	F 6	76(RHD 3S FE)	F 8	68(LHD 7A-FE			
	66(LHD 38-FE)		78(RHD 5S FE)	7 .	74(RH3 3S-GE)			
	68(LHO 7A-FE)	_	64(LHD 35-GE,		76(RHD 38-FF.			
FB	74(RHD 35-GE)		66(LHD 38-FE)	1	78(RHD 58-FE)			
	76(RHD 38-FE)		68(LHD 7A-FE)	MIT	70(LHD),80(RHD)			
	78(RHD 58-FE)	F 7	74(RHD JS-GE)	JI	70(LHD).80(RHD)			
F 6	64(LHD 35 GF)		76(RHD 35-FE)	R &	72(LHD), 82(RHD)			
F B	66(LFD 3S-FE)		78(RHD 5S-FE)	R 9	72(LHD), 82(RHD)			
	RELAY BLOCKS							
CODE	SEE PAGE RELAY BLOCKS (REL		LOCATION)					
1	59(LHD) R/B NO.1 (LEFT KI							
	59(RHD) R/B NO.1 (RIGHT K)							
_ 2 _	60 R/B NO.2 (ENGINE O	OMPARTME	T FRONT LEFT)					
JUNCTION BLOCK AND WIRE HARNESS CONNECTOR								
CODE	SEE PAGE JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)							
	52(LHD) INSTRUMENT PANEL 1	TRE AND	INPANE U/B (LEFT KICK PANEL)					
16	52(RHD) INSTRUMENT PANEL I	THE AND	INPANE J/B (RIGHT KICK PANEL)					
			J/B NO.3 (LEFT KICK PANEL)					
IA I			J/B NO 1 (RIGHT KICK PANEL)		<u> </u>			
	54(LHD) INSTRUMENT PANEL)	IRE AND .	/B NO.1 (LEFT KICK PANEL)					
10	# 4 1 PARK							

36		
	CONNECTOR	JOINING WIRE HARNESS AND WIRE HARNESS
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	90 (LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
162	102(RHD)	INSTRUMENT PAMEL WIRE AND COWL WIRE (RIGHT KICK PAMEL)
B81	94 (LHD)	FLOOR WIRE AND LIGGAGE ROOM WIRE (LLGGAGE ROOM LEFT)
100	106 (RHD)	FLOOR WIPE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)

INSTRUMENT PANEL WIRE AND U/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

INSTRUMENT PANEL WIRE AND U/B NO. (RIGHT KICK PANEL)

FLOOR WIRE AND J/B NO.1 (LEFT KICK PAMEL)
FLOOR WIRE AND J/B NO.1 (RIGHT KICK PAMEL)
COWL WIRE AND J/B NO.1 (LEFT KICK PAMEL)

COME WIRE AND J/B NO.1 (RIGHT KICK PANEL)

54(LHD) 56(RHD)

54 (LHD)

561RHD) 54 (LHD)

56 (RHD)

58

1É

IJ

3B



TURN SIGNAL AND HAZARD WARNING LIGHT

: GROUND POINTS

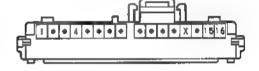
EE PAGE	GROUND POINTS LOCATION				
HD 38-GE)					
HD 38-FE)					
HD 7A FE)	FRONT SIDE OF RIGHT FENDER				
RHD 38-GE)	LKONI STOP OF KTOD, FEDUCK				
RHD 38-FE)					
RHD 55 FE)					
HD 3S-GE)					
HD 3S-FE)	EDDNY CYDE DE LEET EKNOED				
HD 7A-FE)					
HD 35-GE)	FRONT SIDE OF LEFT FENGER				
(HD 3S-FE)					
(HD 5S-FE)					
.HD)	LEFT KICK PANEL				
RHD)	RIGHT KICK PANE.				
.HD}	THE PROPERTY OF THE PROPERTY O				
(OH)	INSTRUMENT PANEL BRACE LH				
.HD]	Story Page Africa				
(GHS	BACK DOOR CENTER				
	EF PAGE LHD 3S-GE) LHD 3S-FE) RHD 3S-GE) RHD 3S-GE) RHD 3S-FE) RHD 3S-FE) LHD 3S-FE) LHD 3S-FE) LHD 3S-FE) LHD 3S-FE) LHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE) RHD 3S-FE)				

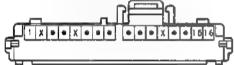
() : SPLICE POINTS

CODE	SEE PAGE WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 3S-GE)	E 9	98(RHD 35-FE)	
E 1	86(LHD 38-FE)	- 7	100(RHD 5S-FE)	
	88(LHD 7A-FE)		96(RHD 38-GE)	ENGINE ROOM MAIN WIRE
	84(LHD 35-GE) ENGINE ROOM MAIN WIRE	£10	98(RHD 38-FE)	
E 4	86(LHD 3S-FE)		100(RHD 5S-FE)	
	88(LHO 7A-FE)	I 1	92{LH0}	COME AIME
E 9	96(RHD 35-GE)	133	104 (RHD)	COME WINE

{EUROPE, AUSTRALIA} C &







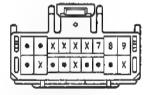
(LHD) C10

(RHO W/ CRUISE CONTROL) C10

(RHD W/O CRUISE CONTROL) C10











F 7, F 8 GRAY (EUROPE, AUSTRALIA) HIT BLACK

(G.C.C., GENERAL) HIT BLACK



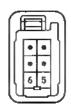






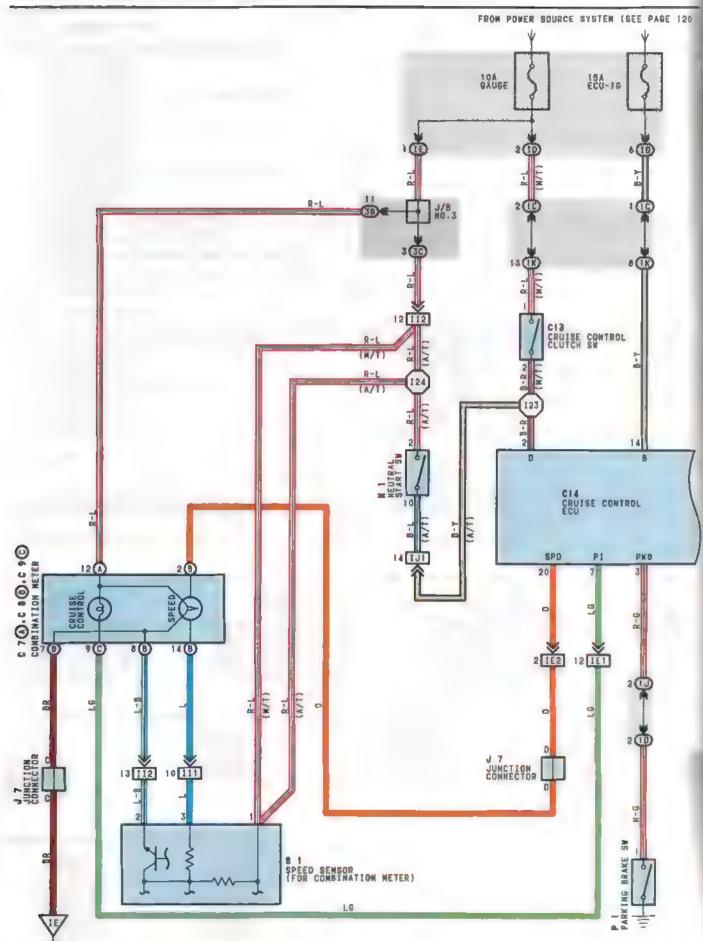
(EUROPE) R 8, R 9

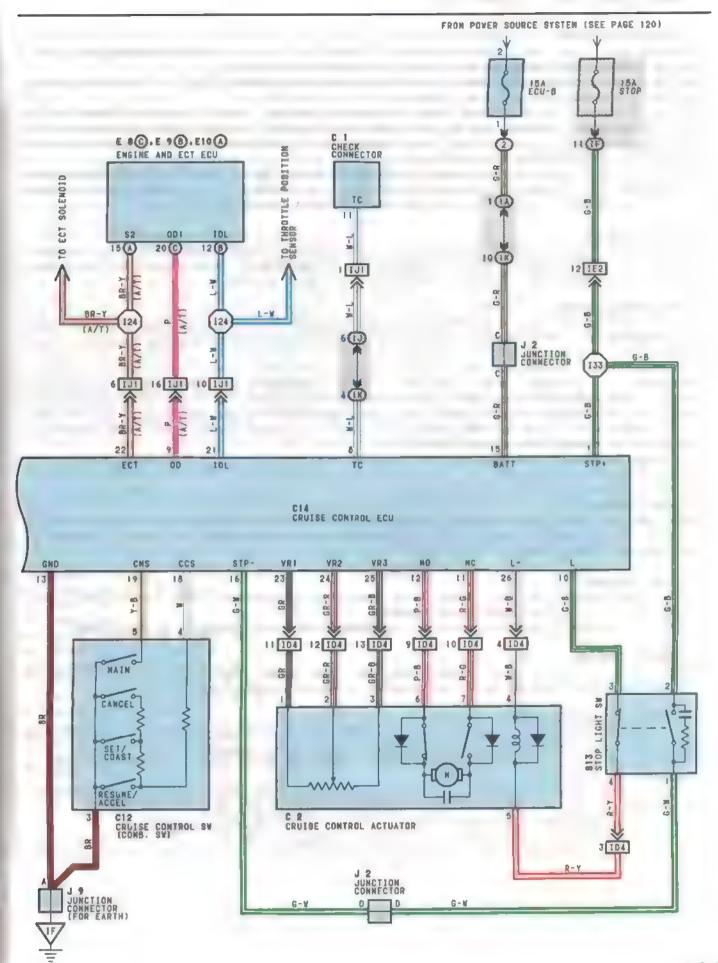
(EX. EUROPE) R 8.R 9











CRUISE CONTROL

– SYSTEM OUTLINE –

CURRENT IS APPLIED AT ALL TIMES THROUGH THE STOP FUSE TO TERMINAL I OF THE CRUISE CONTROL ECL TERMINAL 2 OF THE STOP LIGHT SW, AND ALSO THROUGH THE ECU-8 FUSE TO TERMINAL 15 OF THE CRUISE CONTROL ECU.

WITH THE IGNITION SW TURNED TO ON. CURRENT FLOWS THROUGH THE BAUGE FUSE TO TERMINAL (A) 12 OF THE COMBINATION WETER AND THE CURRENT THROUGH THE ECU-IG FUSE FLOWS TO TERNINAL 14 OF THE CRUISE CONTROL ECU.

WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL NAIN SWITCH IS TURNED DN, A SIGNAL IS INPUT FROM TERMINAL & OF THE CRUISE CONTROL MAIN SW TO TERMINAL 19 OF THE CRUISE CONTROL ECJ. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT TO TERMINAL 14 OF THE CRUISE CONTROL ECU TO TERMINAL 13 OF THE CRUISE CONTROL ECU -> GROUND, AND THE CRUISE CONTROL SYSTEM IS IN A CONDITION READY FOR OPERATION.

AT THE SAME TIME. THE CURRENT THROUGH THE GAUGE FUSE FLOWS FROM TERMINAL (A) 12 OF THE CRUISE CONTROL INDICATOR LIGHT -> TERMINAL (C)9 -> TERMINAL 7 OF THE CRUISE CONTROL ECL -> TERMINAL 13 -> TO GROUND, CAJSING THE CRUISE CONTROL INDICATOR LIGHT TO LIGHT UP. INDICATING THAT THE CRUISE CONTROL IS READY FOR OPERATION

1. SET OPERATION

WHEN THE CRUISE CONTROL MAIN SW IS TURNED ON AND THE SET SW IS PLEMED WITH THE VEHICLE SPEED WITHIN THE SET LIMIT (APPROX. 40KM/H. 25MPH TO 200KM/H. 124MPH). A SIGNAL IS INPUT TO TERMINAL 20 OF THE CRUISE CONTROL ECU AND THE SPEED SENSOR AT THE TIME THE SET SW IS RELEASED IS MEMORIZED IN THE ECU AS THE SET SPEED.

2. SET SPEED CONTROL

DURING CRUISE CONTROL DRIVING. THE ECU COMPARES THE SET SPEED MEMORIZED IN THE ECU WITH THE ACTUAL VEHICLE SPEED IMPUT INTO TERMINAL 20 OF THE CRUISE CONTROL ECU FROM THE SPEED SENSOR, AND CONTROLS THE CRUISE CONTROL ACTUATOR TO MAINTAIN

WHEN THE ACTUAL SPEED IS LOWER THAN THE SET SPEED. THE ECU CAJSES THE CURRENT TO THE CRUISE CONTROL ACTUATOR TO FLOW FROM TERMINAL 12 -> TERMINAL 6 OF THE CRUISE CONTROL ACTUATOR -> TERMINAL 7 -> TERMINAL 11 OF THE CRUISE CONTROL ECU. AS A RESULT, THE NOTOR IN THE CRUISE CONTROL ACTUATOR IS ROTATED TO OPEN THE THROTTLE VALVE AND THE THROTTLE CABLE IS PULLED TO INCREASE THE VEHICLE SPEED. WHEN THE ACTUAL DRIVING SPEED IS HIGHER THAN THE SET SPEED. THE CURRENT TO THE CRUISE CONTRO. ACTUATOR FLOWS FROM TERMINAL 11 OF THE ECJ -> TERMINAL 7 OF THE CRUISE CONTROL ACTUATOR -> TERMINAL 6 -> TERMINAL 12 OF THE CRUISE CONTROL ECU

THIS CAUSES THE NOTOR IN THE CRUISE CONTROL ACTUATOR TO ROTATE TO CLOSE THE THROTTLE YALVE AND RETURN THE THROTTLE CABLE TO DECREASE THE SPEED SENSOR.

3. COAST CONTROL

DURING THE CRUISE CONTROL DRIVING, WHILE THE COAST SW IS ON, THE CRUISE CONTROL ACTUATOR RETURNS THE THROTTLE CABLE TO CLOSE THE THROTTLE VALVE AND DECREASE THE DRIVING SPEED. THE VEHICLE SPEED WHEN THE COAST SWITCH IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

4. ACCEL CONTROL

DURING CRUISE CONTROL DRIVING, WHILE THE ACCEL SW IS TURNED ON. THE CRUISE CONTROL ACTUATOR PULLS THE THROTTLE CABLE TO OPEN THE THROTTLE VALVE AND INCREASE THE DRIVING SPEED.

THE VEHICLE SPEED WHEN THE ACCEL SW IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

B. RESUME CONTROL

LBLESS THE VEHICLE SPEED FALLS BELCY THE MINIMUM SPEED LIMIT (APPROX. 40KM/H, 28MPH) AFTER CANCELING THE SET SPEED BY THE CANCEL SW. PUSHING THE RESUME SW WILL CAUSE THE YEARCLE TO RESUME THE SPEED SET BEFORE CANCELLATION.

6. MANUAL CANCEL MECHANISM

IF ANY OF THE FOLLOWING OPERATIONS OCCURS DURING CRUISE CONTROL OPERATION, THE MAGNETIC CLUTCH OF THE ACTUATOR TURNS OFF AND THE MOTOR ROTATES TO CLOSE THE THROTTLE VALVE AND THE CRUISE CONTROL IS RELEASED

- . PLACING THE SHIFT LEVER EXCEPT "D" POSITION (NEUTRAL START SW EXCEPT "D" POSITION). "SIGNAL IS NOT INPUT TO TERMINAL 2 OF THE ECU" (A/T)
- . DEPRESSING THE CLUTCH PEDAL (CRIISE CONTROL CLUTCH SW OFF). "SIGNAL IS NOT IMPUT TO TERMINAL 2 OF THE ECU" (M/T)
- . DEPRESSING THE GRAKE PEDAL (STOP LIGHT SW ON). "SIGNAL INPUT TO TERMINAL 16 OF THE ECU"
- . PULLING THE PARKING BRAKE LEVER (PARKING BRAKE SW ON). "SIGNAL INPUT TO TERMINAL 3 OF THE ECU"
- . PUSHING THE CANCEL SWITCH (CANCEL SW DN). "SIGNAL INPUT TO TERMINAL 18 DF THE ECU"

7. AUTO CANCEL FUNCTION

A) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DIRING CRUISE CONTROL OPERATION. THE SET SPEED IS ERASED. CURRENT FLOW TO THE MAGNETIC CLUTCH IS STOPPED AND THE NOTOR ROTATES TO CLOSE THE THROTTLE VALVE THE CRISE CONTROL IS RELEASED. (MAIN SWITTENS OFF).

WHEN THIS OCCURS. THE IGNITION SW MUST BE TURNED OFF ONCE BEFORE THE MAIN SW WILL TURN ON

- . WHEN CURRENT CONTINUED TO FLOW TO THE MOTOR INSIDE THE ACTUATOR IN THE THROTTLE VALVE "OPEN" DIRECTION
- * THE MOTOR DOES NOT OPERATE DESPITE THE MOTOR DRIVE SIGNAL BEING OUTPUT.
- B) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION. THE SET SPEED IS ERASED. CURRENT FLOW TO THE MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW TURN OFF)

WHEN THIS OCCURS. THE CANCEL STATE IS CLEARED AS THE MAIN SW WILL TURN ON AGAIN.

- * OVER CURRENT TO TRANSISTOR DRIVING THE MOTOR AND/OR THE MAGNETIC CLUTCH.
- . OPEN CIRCUIT IN THE MAGNETIC CLUTCH.
- * MOMENTARY INTERRUPTION OF VEHICLE SPEED SIGNAL
- * SHORT CIRCUIT IN THE CRUISE CONTROL SW
- * WHEN THE VEHICLE SPEED FALLS MORE THAN 16KM/M (LOMPH) BELOW THE SET SPEED. F.G. ON AN UPWARD SLOPE.
- C) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED AND THE CRUISE CONTROL IS RELEASED. (THE POWER TO THE MAGNETIC CLUTCH IS CUT OFF UNTIL THE SET SW IS "ON" AGAIN.)
- . WHEN THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT, APPROX. 40KM/H (25MPM)
- . WHEN POWER TO THE CRUISE CONTROL SYSTEM IS MOMENTARILY CUT OFF.
- D) IF ANY OF THE FOLLOWING COMDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE CRUISE CONTROL IS RELEASED.
- * OPEN THE CIRCUIT FOR TERNINAL 1 OF THE CRAISE CONTROL ECA AND TERNINAL 2 OF THE STOP LIGHT SW.

AUTOMATIC TRANSAXLE CONTROL FUNCTION

- IN OVERORIVE, IF THE VEHICLE SPEED BECOMES LOWER THAN THE OVERDRIVE CLT SPEED (SET SPEED MINUS APPROX, 4KM/H, 2.5
 NPH) DURING CRUISE CONTROL OPERATION, SUCH AS DRIVING UP A HILL, THE OVERDRIVE IS RELEASED AND THE POWER INCREASED TO PREVENT A REDUCTION IN VEHICLE SPEED.
- * AFTER RELEASING THE OVERDRIVE. VEHICLE SPEED BECOMES HIGHER THAN THE OVERDRIVE RETURN SPEED (SET SPEED MINUS APPROX. 2KM/H, 1.2mph) AND THE ECU JUDGES BY THE SIGNALS FROM THE ACTUATOR'S POTENTIOMETER THAT THE UPWARD SLOPE HAS FINISHED, THE OVERDRIVE IS RESUMED AFTER APPROXIMATELY 2 SECONDS.
- * DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL OPERATION SIGNAL IS OUTPUT FROM THE CRUISE CONTROL EQU TO THE ENGINE AND ECT ECU. JPON RECEIVING THIS SIGNAL, THE ENGINE AND ECT ECU CHANGES THE SHIFT PATTERN TO NORMAL
- TO MAINTAIN SMOOTH CRUISE CONTROL OPERATION (ON A DOWNNARD SLOPE ETC.), THE LOCK UP RELEASE OF THE TRANSMISSION WHEN THE IDLING POINT OF THE THROTTLE POSITION IS "ON" IS FORBIDDEN.

- SERVICE HINTS

C 2 CRUISE CONTROL ACTUATOR

1 3.APPROX 2Kg

5-4:APPROX 380

C12 CRUISE CONTROL SW [COMB. SW]

5-3:CONTINUOUS WITH THE MAIN SW ON

4-3: APPROX. 4180 WITH THE CANCEL SW ON

APPROX. 1980 WITH THE SET/COAST SW ON

APPROX. 680 WITH THE RESUME/ACCEL SH ON

C14 CRUISE CONTROL ECU

14 GROUND APPROX. 12volts with the ignition sw at on Position

1.15-GROUND ALWAYS APPROX 12VOLTS

3-GROUND CONTINUOUS WITH THE PARKING BRAKE LEVER PULLED UP (ONE OF THE CANCEL SW)

20-GROUND APULSES WITH IROTATION OF THE ROJOR SHAFT

18-GROUNG APPROX. 4180 WITH THE CANCEL SW ON IN THE CONTROL SW

APPROX. 1980 WITH THE SET/COAST SW ON IN THE CONTROL SW

APPROX. 680 WITH THE RESUME/ACCEL BY ON IN THE CONTROL SW

13-GROUND: ALWAYS CONTINUOUS

CRUISE CONTROL

O : PARTS LOCATION

CODE	SEE PAGE	300E	SEE PAGE	CODE	SEE PAGE
C I	78	014	80	J 9	80
C 2	78	E 8 C	80	N 1	78
C 8 B	80	E 9 B	80	P 1	80
C 9 C	80	E10 A	80	8 1	78
C12	80	J 2	80	813	80
013	80	J 7	80		

O I RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)	٦
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)	1

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARMESS (CONNECTOR LOCATION)
10		
IE	52 (RHD)	INSTRUMENT PAME. WIRE AND IMPAME J/B (RIGHT KICK PAMEL)
IF		
1.8	56 (RHD)	FNGINE ROOM MAIN WIRE AND J/B NO 1 (RIGHT KICK PANEL)
1 C	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	36 (110)	INSTRUMENT PAREL RICE AND OFF NO. 1 (KISH: KICK PAREL)
1J	56(RHD'	COWL WIRE AND U/B NO.1 [RIGHT KICK PANEL]
1 K	סואוסנ	DOBE BIRE RID S/D RO. 1 [RIGHT RIGHT PARE]
3 B	56	INSTRUMENT PANEL WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)
30	30	SANCISOREDI CARE MAN ASS NO A (SENAND OF THOUSAND LAND COLUMNS

- CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

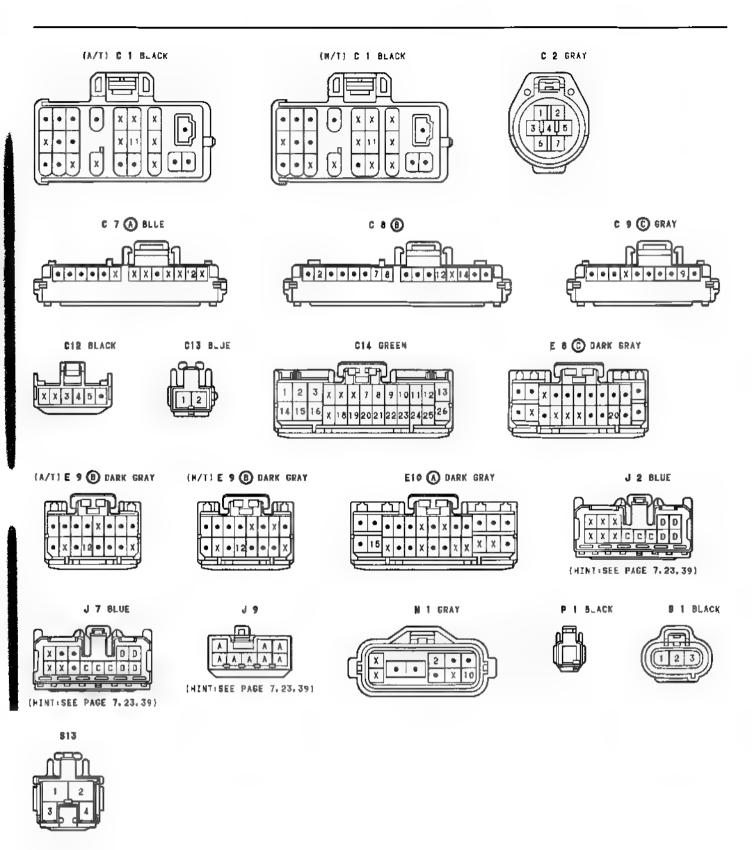
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE MARNESS (CONNECTOR LOCATION)
104	102(RHD)	TENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
IE1	102 (RHO)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
IE2	102(800)	INSTRUMENT FRACE TIME SOME WIRE (RIDGE WIRE FRACE)
111	104(RHD)	ENGINE WIRE AND INSTRUMENT PAREL WIRE (NEAR THE ENGINE ECU)
IJ1	104(RHD)	ENGINE WIRE AND COM. WIRE (NEAR THE ENGINE ECU)

T | GROUND POINTS

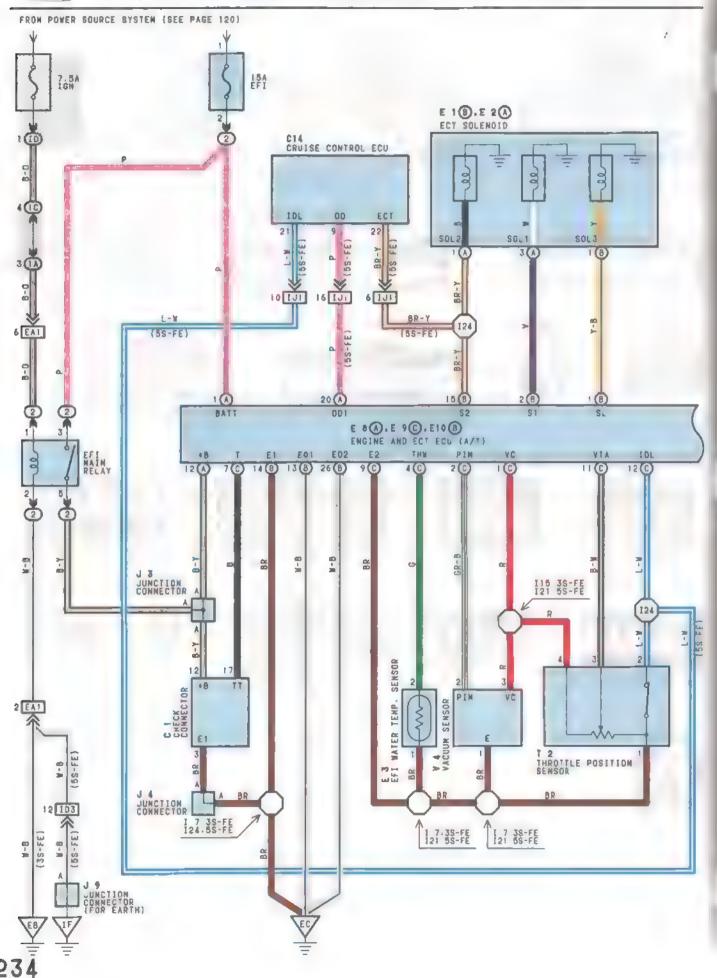
CODE	SEE PAGE	GROUND POINTS _OCATION	
18	102(RH5)	INSTRUMENT PANEL BRACE LH	
1F	102(RHD)	R/B MG.4 SET BOLT	

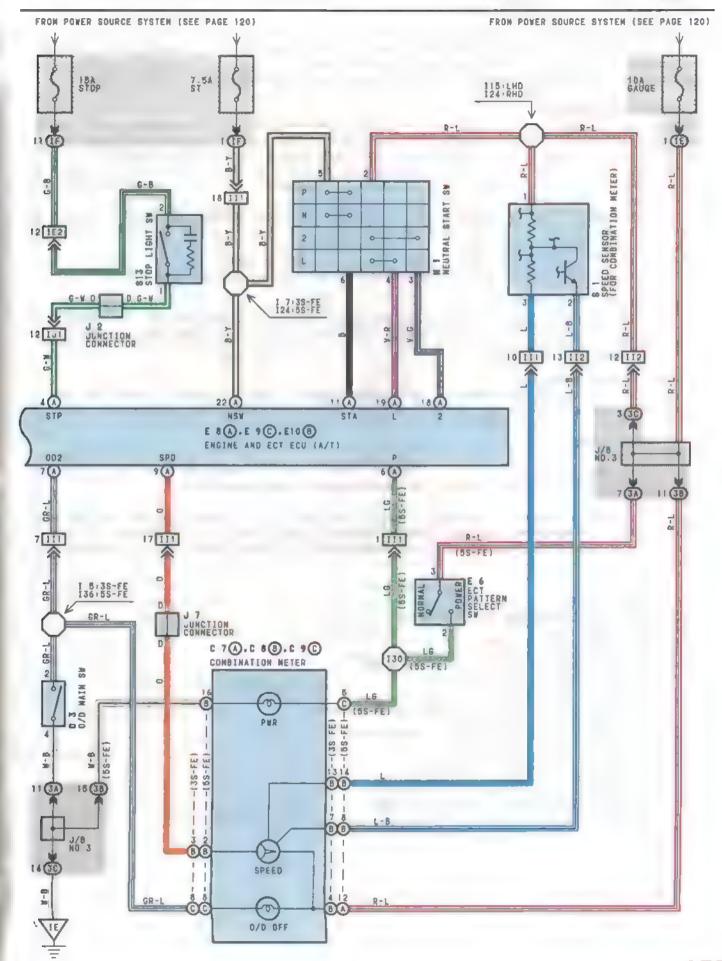
splice Points

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
123	104 (RHD)	COWL VIRE	133	104(RHD)	COWL WIRE
124	104 (RHD)	ENGINE WIRE			



ECT (ELECTRONIC CONTROLLED TRANSMISSION)





ECT (ELECTRONIC CONTROLLED TRANSMISSION)

SYSTEM OUTLINE -

THIS SYSTEM ELECTRONICALLY CONTROLS THE GEAR SHIFT TIMING, LOCK-UP TIMING, THE CLUTCH AND BRAKE HYDRALLIC PRESSURE, AND THE ENGINE TOROUG DURING SHIFTING TO ACHIEVE OPTIMEN SHIFT FEELING.

IN ACCORDING TO THE VEHICLE ORIVING CONDITIONS AND ENGINE OPERATING COMDITIONS AS DETECTED BY VARIOUS SENSORS.

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ENGINE AND ECT ECU SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE EFT WATER TEMP. SENSOR TO TERRINAL THY OF THE ENGINE AND ECT ECU, AND ALSO THE INPUT SIGNALS TO TERMINAL SPO OF THE ENGINE AND ECT FOU FROM THE SPEED SENSOR DEVOTED TO THE ELECTRONIC CONTROLLED TRANSMISSION CURRENT IS THEN OUTPUT TO THE ECT SOLENOIDS WHEN SHIFTING TO IST SPEED, CURRENT FLOWS FROM TERMINAL SI OF THE ENGINE AND ECT ECU -> TERMINAL 3 OF THE ECT SOLENOIDS -> GROUND, AND CONTINUES TO THE NO.1 SOLENOID CAUSES THE SHIFT.

FOR 2ND SPEED, CURRENT FLOWS FROM TERMINAL STOF THE ENGINE AND ECT ECU -> TERMINAL 3 OF THE ECT SCLENCIDS -> SROUND, AND FROM TERMINAL 82 OF THE ENGINE AND ECT ECU -> TERMINAL 1 OF THE ECT BOLENDIDS -> GROUND, AND CONTINUES TO SOLENOIDS NO.1 AND NO.2 CAUSES THE SHIFT.

FOR 3RD SPEED, THERE IS NO CONTINUOUS TO NO.1 SOLENOID. CNLY TO NO 2, CAUSING THE SHIFT.

SHIFTING INTO 4TH SPEED (OVERDRIVE) TAKES PLACE WHEN THERE IS NO CONTINUOUS TO EITHER NO.1 OR NO.2 SOLENGID.

2. LOCK-UP OPERATION

WHEN THE ENGINE AND ECT ECU JUDGES FROM EACH SIGNAL THAT LOCK-UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM TERMINAL SL OF THE ENGINE AND FOT ECU -> TERMINAL | OF THE ECT SOLENGIDS -> GROUND. CONTINUES TO THE LOCK-UP SOLENOID AND CAUSING LOCK-UP OPERATION.

3. STOP LIGHT SW CIRCUIT

IF THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) WHEN DRIVING IN LOCK-UP CONDITION. A SIGNAL IS IMPUT TO TERMINAL STP OF THE ENGINE AND ECT ECU, THE ENGINE AND ECT ECU OPERATES AND CURRENT TO THE LOCK-UP SOLENDID IS OUT.

4. OVERDRIVE CIRCUIT

D/D MAIN SW ON

WHEN THE C/D MAIN SW IS TURNED ON (SW POINT IS OPEN), A SIGNAL IS INPUT TO TERMINAL GD2 OF THE ENGINE AND ECT ECU AND ENGINE AND ECT ECU OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

WHEN THE O/O MAIN SW IS TURNED OFF (SW POINT IS CLOSED). THE CURRENT FLOWING THROUGH THE O/O OFF INDICATOR LIGHT FLOWS THROUGH THE O/D MAIN SW TO GROUND. CAUSING THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO TERMINAL ODE OF THE ENGINE AND ECT ECU AND ENGINE AND ECT ECU OPERATION PREVENTS SHIFT INTO OVERDRIVE.

SERVICE HINTS -

E 8(A.E 9(C).E10(B) ENGINE AND ECT ECU (A/T)

BATT-E1:9.0-14.0VOLTS (ALWAYS)

+B -E1:9.0-14.0YOLTS (IGNITION SW ON)

IDL -E2:9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE CLOSED)

VIA E2:3.2 4.9VO.TS (IGNITION SW ON AND THROTTLE VALVE OPEN)

PIN -E2:3.3-3.9VOLTS (IGNITION SW AT ON POSITION)

VC -E2:4.5-5.5YOLTS (IGNITION SW DN.

SPD -E2:4.5-5.8VOLT8 (IGNITION SW AT ON POSITION)

THW -E2:0.2-1.0VOLTS (IGNITION SW ON AND COOLANT TEMP. 800' (176F'))

STP -E1:9.0-14.0VOLTS (BRAKE PEDAL DEPRESS)

81.82-E1:9.0-14.0VOLTS WITH THE IGNITION SW ON (ENGINE RUNNING)

OD1-E1:9-0-14.0VOLTS

OD2-E1:0-3.0YOLTS WITH THE O/D SW TURNED ON

19.0-14.0YOUTS WITH THE G/D SW TURNED OFF

2-61:7.5-14.0YOLTS WITH THE SHIFT LEVER AT 2 POSITION

:0 1.5 VOLTS WITH THE SHIFT LEVER AT EX. 2 POSITION

L-E1:7.5-14.0YOLTS WITH THE SHIFT LEVER AT L POSITION

:0-1.5VOLTS WITH THE SHIFT LEVER AT EX. L POSITION

O | PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	66(3S-FE).78(5S-FE)	E 6	80	J 9	80
CTA	50	E 8 A	70(LHD), 80(RHD)	N 1	66(3S-FE).78(5S-FE)
C 8 B	70(LHD), 80(RHD)	E 9 C	70(LHD), 50(RHD)	0.3	70(_HD),80(RHD)
C 9 C	70(LHD).80(RHD)	E10 B	70(LHD), 80(RHD)	8 1	66(3S-FE), 78(5S-FE)
C14	80	J 2	70 (LHD), 80 (RHD)	813	70(LHD).80(LHD)
E 1 B	66(38 FF), 78(55-FE)	J 3	70(LHD),80(RHD)	T 2	66(3S-FE), 78(5S-FE)
E 2 A	66(3S-FE). /8(5S FF)	J 4	70(LHD).80(RHD)	V 4	66(3S FE). 78(5S-FE)
E 3	66(3S-FE), 78(5S-FE)	J 7	70(_HD),80,RHD)		

. RELAY BLOCKS

COD	SEE PARE	RELAY BLOCKS (RELAY BLOCK LUCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
I TA F	52 (LHD)	ENGINE ROOM MAIN WIRE AND IMPANE J/B (LEFT KICK PANEL)
	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
IC	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PAME, WIRE AND IMPANE J/B (RIGHT KICK PANEL)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND IMPAME U/B (LEFT KICK PANEL)
	52(RHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
16	52(RHD)	INSTRUMENT PANEL VIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (_EFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
3A		
38	58	INSTRUMENT PANE, WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SFE PAGE	JOINING WIRE HARNESS AND MIRE HARNESS (COMMECTOR LOCATION)
EAT	86(LHD 35-FE)	ENGINE WIRE AND ENGINE ROOM WAIN WIRE (INSIDE OF R/B NO.2)
EAI	100(RHD 55-FE)	EUGLAG MING WAR ENGLING KARM MYIM MING (1827DE DA NA VA VA VA VA
IB3	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO 4)
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL KIRE (LEFT KICK PANEL)
162	[02[RHD]	INSTRUMENT PANEL WIRE AND COML WIRE (RIGHT KICK PANEL)
111	92(LHD)	
	104 (RHD)	NGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)
112	92(LHD)	EAGINE SIRE AND INGINORSHI PARKE WEAK INE CHOIRE EDDY
112	104(RHD)	
131	92(LHD)	ENGINE WIRE AND COW, WIRE (BEHIND THE ABS ECU)
101	104(RHD)	ENGINE NIRE AND COWL WIRE (NEAR THE ENGINE ECU)

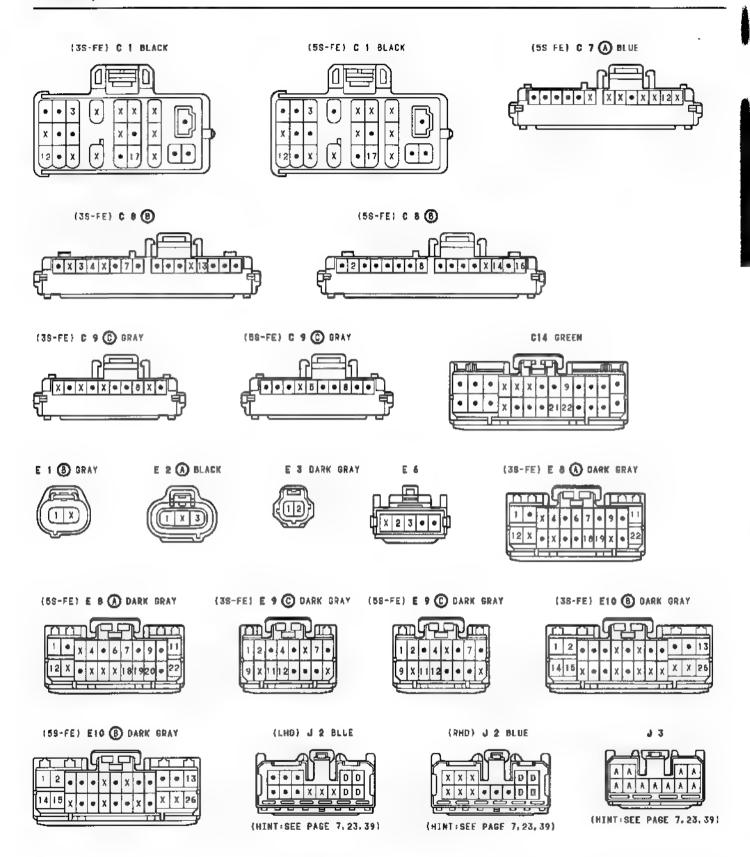
V : GROUND POINTS

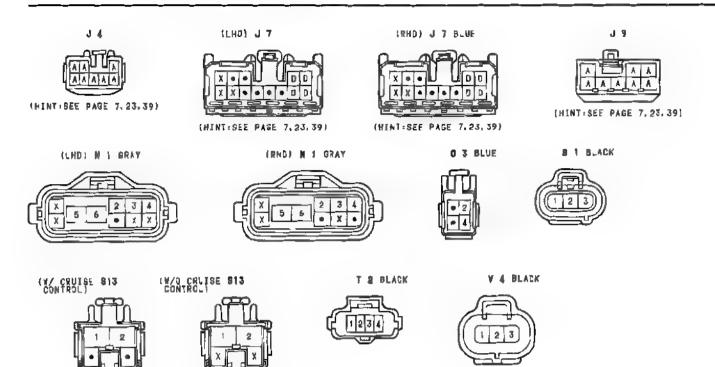
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	86(LHD 3S-FE)	FRONT SIDE OF LEFT FENDER
EC	86(LHD 3S-FE)	INTAKE MANIFOLD
IE	90(LHD) 102(RHD)	INSTRUMENT PANEL BRACE LH
IF	102(RHD)	R/B NO.4 SET BOLT

SPLICE POINTS

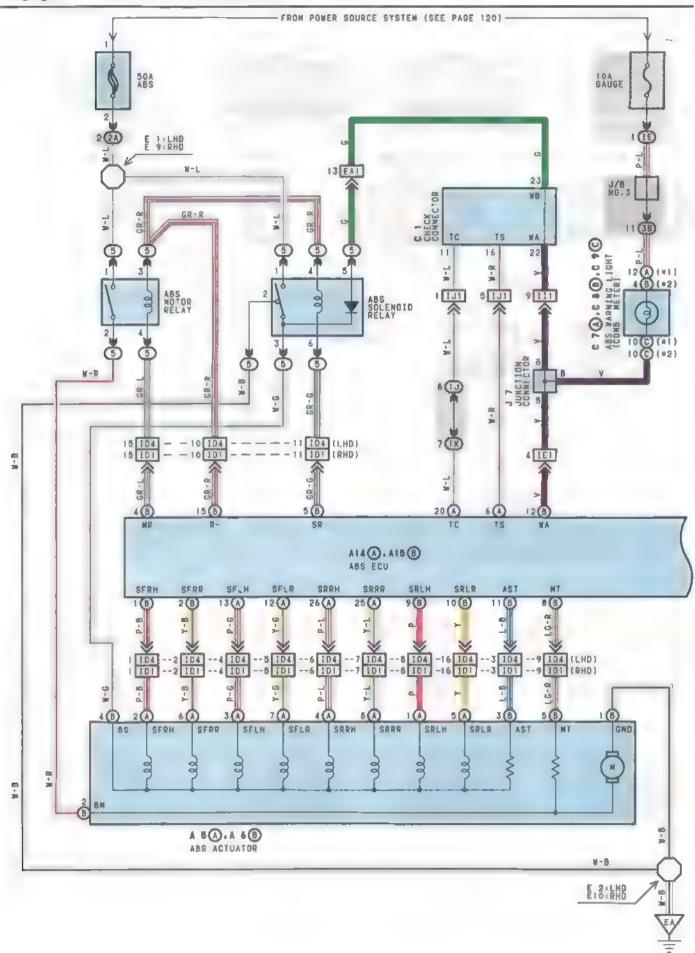
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	BEE PAGE	WIRE HARNESS WITH SPLICE POINTS
1.6	92 (LHD)	INSTRUMENT PANEL WIRE	124	104 (RHD)	ENGINE WIRE
I 7	1 7 92(LHD)	ENGINE WIRE	130	104(RHD)	INSTRUMENT PANEL WIRE
I15		ENGINE BIRE	136		
121	104(RHD)	ENGINE WIRE			

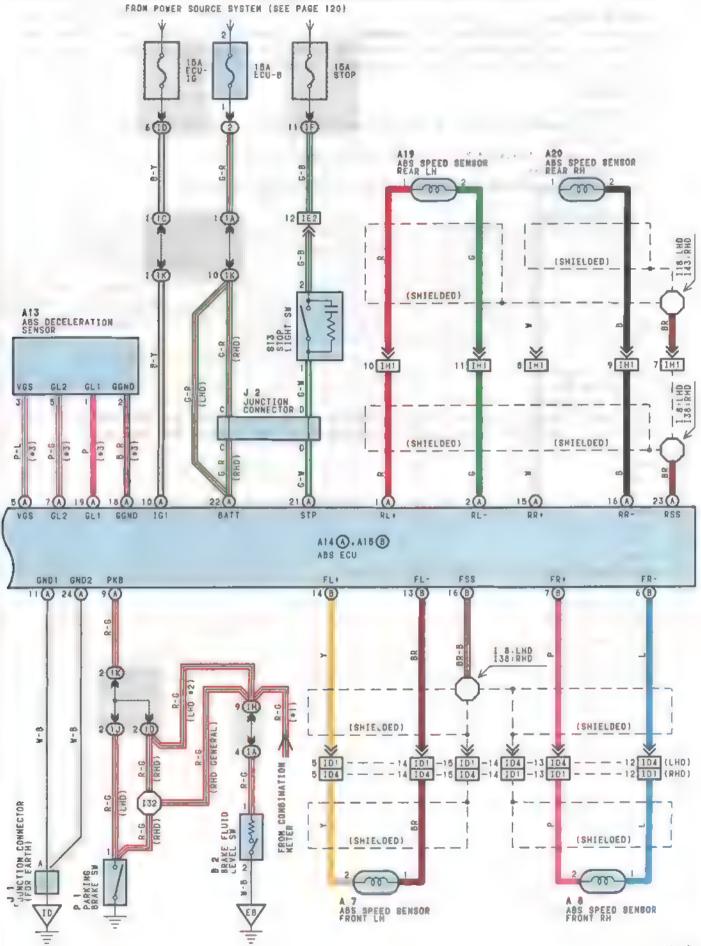
ECT (ELECTRONIC CONTROLLED TRANSMISSION)





ABS(ANTI-LOCK BRAKE SYSTEM)





ABS(ANTI-LOCK BRAKE SYSTEM)

- SYSTEM OUTLINE -

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURES ACTING ON THE DISC BRAKE CYLINDERS OF THE RIGHT FRONT WHEEL. THE LEFT FRONT WHEEL AND THE REAR WHEELS WHEN THE BRAKES ARE APPLIED IN A PANIC STOP SO THAT THE WHEELS DO NOT LOCK. THIS RESULTS IN IMPROVED DIRECTIONAL STABILITY AND STEERABILITY DURING PANIC BRAKING.

1. INPUT SIGNALS

(1) SPEED SENSOR SIGNAL

THE SPEED OF THE WHEELS IS DETECTED AND INPUT TO TERMINALS FL+, FR+, RL+ AND RR+ OF THE ABS ECU.

A SIGNAL IS INPUT TO TERMINAL BTP OF THE ABS ECU WHEN THE BRAKE PEDAL IS OPERATED

(3) PARKING BRAKE SW SIGNAL

A SIGNAL IS INPUT TO TERMINAL PKB OF THE ABS FOU WHEN THE PARKING BRAKE IS OPERATED.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECL WHICH HAS SIGNALS INPUT FROM EACH OF THE SENSORS, CONTROLS THE CURRENT FLOWING TO THE SQLENGID INSIDE THE ACTUATOR AND .FTS THE HYDRAULIC PRESSURE ACTING ON EACH OF THE WHEEL CYLINDERS ESCAPE TO THE RESERVOIR. THE PUMP INSIDE THE ACTUATOR IS ALSO OPERATING AT THIS TIME AND IT RETURNS THE BRAKE FLUID FROM THE RESERVOIR TO THE MASTER CYLINDER THUS PREVENTING LOCKING OF THE VEHICLE WHEELS

IF THE ECU CODGES THAT THE HYDRAULIC PRESSURE ACTING ON THE WHEEL CYLINDER IS INSUFFICIENT, THE CURRENT ACTING ON THE SOLEMOID IS CONTROLLED AND THE HYDRAULIC PRESSURE IS INCREASED. HOLDING OF THE HYDRAULIC PRESSURE IS ALSO CONTROLLED BY THE ECU, BY THE SAME METHOD AS ABOVE. BY REPEATED PRESSURE. REDUCTION, HOLDING AND INCREASE ARE REPEATED TO MAINTAIN VEHICLE STABILITY AND TO IMPROVE STEERBILITY DURING SUDDEN BRAKING.

SERVICE HINTS	
A14(A).A15(B) ABS ECU	
(CONNECT THE EC. CONNECTOR)	
6-GROUND: APPROX. 12YOLTS WITH THE IGNITION SW AT ON POSITION AND THE CHECK CONNECTOR TS-E1 NOT CONNECTED	
20-GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION AND THE CHECK CONNECTOR TC-E1 NOT CONNECTED	
(A) 12-GROUND:	
■ 13-GROUND:	
(A) 25- GROUND:	
26-GROUND: APPROX 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE ABS WARNING LIGHT GOES OFF	
(B) 1-GROUND.	
(B) 2 GROUND:	
(B) 9-GROUND:	
(B) 10-GROUND:	
(A) 10-GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT CN POSITION	
121-SROUND APPROX. 12 VOLTS WITH THE BRAKE PEDAL DEPRESSED	
(22-GROUND: ALWAYS APPROX. 12 VOLTS	
(DISCONNECT THE ECL COMMECTOR)	
(a) 6-(a) 71 } 0.6-1.8Kn	
(B) 13-(B) 14-)	
Ŏ 1-Ŏ 21	
(A) 1-(A) 21 (A) 15-(A) 16: 0.8-2.05Kg	

O : PARTS LOCATION

CO	DE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
		64(LHD 3S-GE)	A 7	78(RHD 58-FE)	B 2	78(RHD 58-FE)
	'	66(LHD 38-FE)		64(LHD 3S-GE)		64(LHD 38-GE)
А Б	١.	68(LHD 7A FE)		66(LHD 3S FF)		66(LHD 3S-FF)
A 65	A	74 (RHD 3S-GE)		68(LHD 7A-FE)		68(LHD 7A-FE)
		76(RHD 39-FE)	A 8	74(RHD 3S-GE)	cı	74(RHD 38-GE)
		78(RHD 5S FE)		76(RHD 3S-FE)		76(RHD 3S-FE)
		64(LHD 38-GE)		78(RHD 58~FE)		78(RHD 55 FE)
		66(LHD 38-FE)	A13	70(LHD).80(RHD)	C 7 A_	70(LHD), 80(RHD)
A 6	В	68(_HD 7A-FE)	A14 A	70(LHD), 50(RHD)	C 8 B	70(LHD).80(RHD)
	٠ ا	74 (RHD 36-GE)	A15 6	70(LHD), 80(RHD)	C 9 C	70(LHD), 80(RHD)
	1 1	76(RHD 35-FE)	Al9	72(LHD),82(RHD)	J1	70(LHD),80(RHD)
		78(RHD 55-FE)	A20	72(LHD),82(RHD)	J 2	70(LHD).80(RHD)
		64(LHD 38-GE)		64(LHD 3S-GE)	J 7	70(LHD).80(RHD)
		66(LHD 38-FE)		66(LHD 38-FE)	P 1	70(LHD),80(RHD)
A.	7	68(LHD 7A-FE)	5 2	68(LHD 7A-FE)	813	70(LHO).80(RHD)
		74(RHD 3S-GE)		74(RHD 38-GE)		
		76(RHD 38-FE)		76(RHD 38-FE)		

O . RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
5	59	R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
TW	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (_EFT KICK PANEL)
16	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
**	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IH	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
111	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
1.4	54 (LHD)	ENGINE ROOM MAIN WIRE AND J/B NO 1 (LEFT KICK PANEL!
· n	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO 1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PAMEL WIRE AND J/B NO 1 (LEFT KICK PAMEL)
110	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (RIGHT KICK PANEL)
10	54 (LHD)	INSTRUMENT PANEL WIRE AND ./B ND 1 (LEFT KICK PANEL.
10	56(RHD)	INSTRUMENT PANEL WIRE AND L/B NO 1 (RIGHT KICK PANEL)
1.J	54 (LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56(RHD)	COME WIRE AND J/B NO.1 (RIGHT KICK PANEL)
110	54(LHD)	COWL WIRE AND J/8 NO.1 (LEFT KICK PANEL)
110	56(RHD)	COME WIRE AND J/B NO.1 (RIGHT KICK PANEL)
24	60	ENGINE ROOM MAIN WIRE AND L/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
38	58	INSTRUMENT PAMEL WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PAMEL CENTER)



ABS(ANTI-LOCK BRAKE SYSTEM)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARMESS AND WIRE HARMESS (CONNECTOR LOCATION)					
	84(LHO 3S-GE)						
	86(LHD 38-FE)						
EAI	88(LHD 7A-FE)	NGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)					
EAT	96(RHD 38-GE)	THE MIRE AND ENGINE ROOM MAIN BIRE (INSIDE OF K/O 40.2)					
	98(RHD 38-FE)						
	100(RHD 55-FE)						
ID1	102 (RHD)	ENGINE ROOM MAIN WIRE AND COW. WIRE (RIGHT KICK PANEL)					
1D4	90(LHD)	ENGINE ROOM MAIN WIRE AND COW, WIRE (INSIDE OF R/B NO 4)					
IE1	90 (LHD)	INSTRUMENT PANEL WIRE AND CONL WIRE (LEFT KICK PANEL)					
AEI	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)					
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND CONL WIRE (LEFT KICK PANEL)					
152	102 (RHD)	INSTRUMENT PANEL WIRE AND CONL WIRE (RIGHT KICK PANEL)					
IHI	90(LHD)	COM. WIRE AND FLOOR WIRE 'LEFT KICK PANEL)					
THI	102(RHD)	COWL WIRE AND FLOOR WIRE ,RIGHT KICK PAMEL)					
IJ1	92 (LHD)	ENGINE WIRE AND COVE WIRE (BEHIND THE ABS ECU)					
101	104 (RHD)	ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE EC.)					

GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION	
	84(LHD 35-GE)		
	86(LHO 38-FE)		
EA	88(LHO 7A-FE)	FRONT SIDE OF RIGHT FENDER	
EA	96(RHD 38-0E)	FRUM! SIDE OF REGREE FEMOLE	
	98(RHD 3S-FE)		
	100(RHD 55-FE)	<u> </u>	
	84(LHD 38-GE)		
	86(LHD 39-FE)		
EB	88 (LHD 7A FE)	FRONT SIDE OF LEFT FENDER	i
EB	96 (RHD 3S-GE)	FROM SIDE OF BETT FERDER	
	98(RHD 35-FE)		
Ĺ	100(RHD 5S FE)		
ID	90 (LHD)	LEFT KICK PANEL	
10	102(RHO)	RIGHT KICK PANEL	

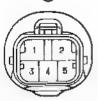
splice points

CODE	SEE PAGE	WIRE HARNESS WITH	SPLICE POINTS	CODE	SEE PAGE	NIRE HARNESS WITH SPLICE POINTS
	84(LHD 38-GE)		#IRE		96(RHD 38 GE)	
E 1	86(LHD 38-FE)			E10	98(RHD 38-FE)	ENGINE ROOM WAIN WIRE
	88(LHD 7A-FE)				100(RHD 58-FE)	
	84(LHO 35-GE)			I 8	92(LHD)	COMP AIME
E 2	86(LH9 38-FE)			116	92(LHD)	FLOOR VIRE
	88(LHD 7A-FE)			132	104(RHD)	INSTRUMENT PANEL WIRE
	96 (RHD 35-GE)			138	104 (RHD)	CONL WIRE
E 9	98(RHD 38-FE)			104(RHD)	FLOOR WIRE	
	100(RHD 55-FE)				L	





A 6 B GRAY





A13 GRAY



A14 (A)



A15 (B)

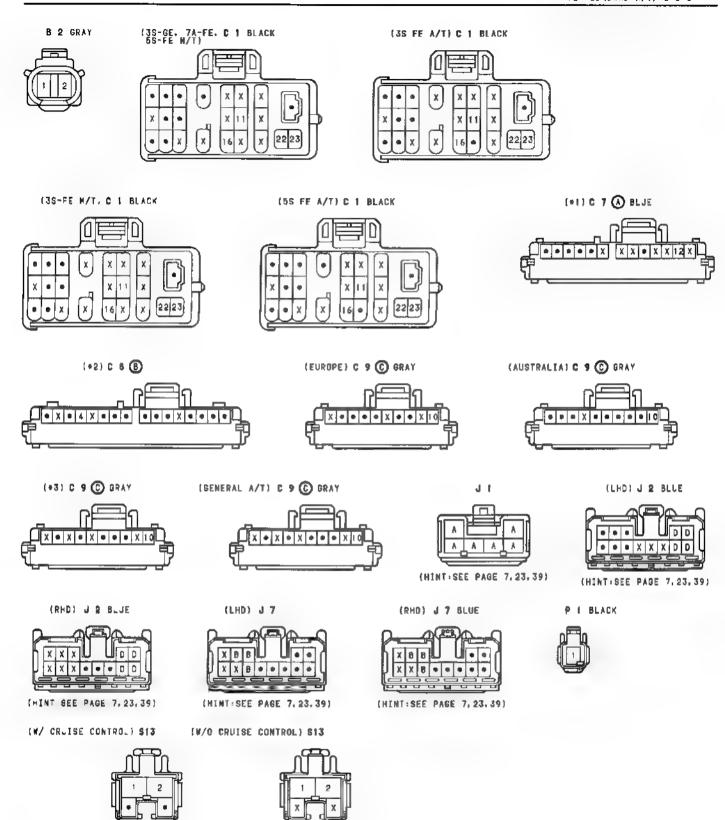


A19 GRAY



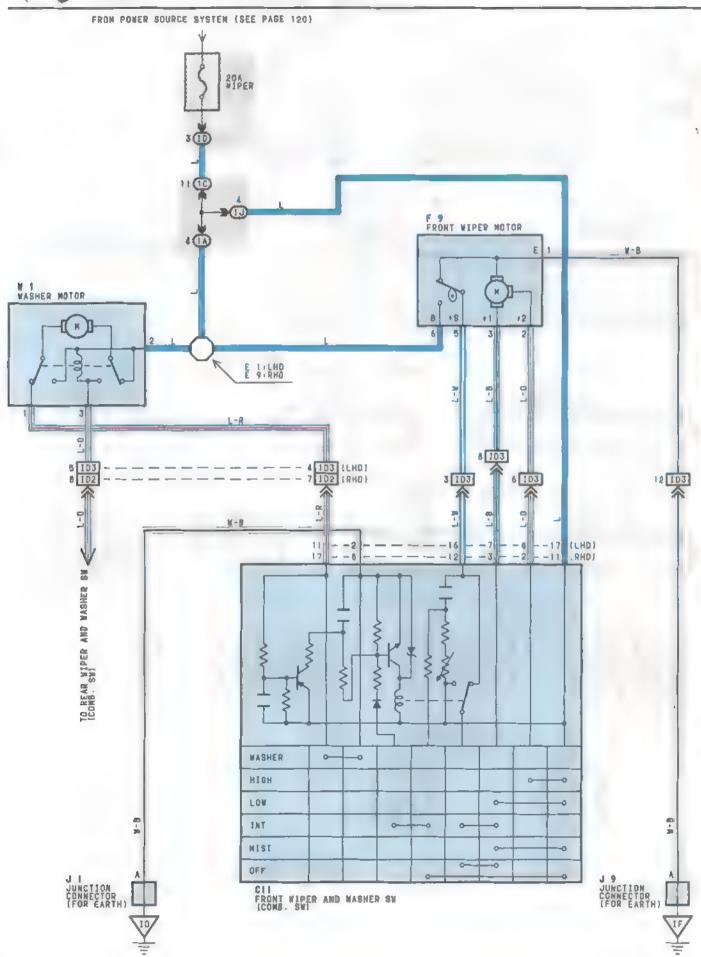
A20 GRAY







FRONT WIPER AND WASHER



- SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON. THE CURRENT FLOWS TO TERMINAL 17 (LHD), 11 (RHD) OF THE FRONT WIPER AND WASHER SW. TERMINAL 2 OF THE WASHER MOTOR AND TERMINAL 6 OF THE FRONT WIPER MOTOR THROUGH THE WIPER FUSE.

1. LOW SPEED POSITION

WITH WIPER SW TURNED TO LOW POSITION, THE CURRENT FLOWS FROM TERMINAL 17 (LHD). II (RHD) OF THE WIPER AND WASHER SW

TERMINAL 7 (LHD). 3 (RHD) > TERMINAL 3 OF THE WIPER MOTOR -> WIPER MOTOR -> TERMINAL 1 -> TO GROUND AND
CAUSES THE WIPER NOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH WIPER SW TURNED TO HIGH POSITION, THE CURRENT FLOWS FROM TERMINAL 17 (LHD). IT (RHD) OF THE WIPER AND WASHER SW
TERMINAL 8 (LHD), 2 (RHD) -> TERMINAL 2 OF THE WIPER MOTOR -> WIPER MOTOR -> TERMINAL 1 -> TO SROUND AND CAUSES THE WIPER MOTOR TO RUM AT HIGH SPEED.

3. INT POSITION

WITH WIPER SW TURNED TO INT POSITION. THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS FROM TERMINAL 17 (LHD). 11 (RHD) OF THE WIPER AND WASHER SW -> TERMINAL 2 (LHD), 8 (RHD) -> TO GROUNG. THIS FLOW OF CURRENT OPERATES THE INTERNITIENT CIRCUIT AND THE CURRENT FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW -> TERMINAL 7 (LHD), 3 (RHD) -> TERMINAL 3 OF THE WIPER MOTOR -> WIPER MOTOR -> TERMINAL 1 -> TO GROUND AND OPERATES THE WIPER.

THE INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER'S CHARGED AND DISCHARGED FUNCTION INSTALLED IN THE RELAY AND THE INTERMITTENT TIME IS CONTROLLED BY A TIME CONTROL SW TO CHARGE THE CHARGING TIME OF THE CONDENSER.

4.MIST POSITION

WITH WIPER SW TURNED TO MIST POSITION. THE CURRENT FLOWS FROM TERMINAL 17 (LHD). 11 (RHD) OF THE WIPER AND WASHER SW
TERMINAL 7 (LHD). 3 (RHD) >> TERMINAL 3 OF THE WIPER MOTOR -> WIPER MOTOR -> TERMINAL 1 -> TO GROUND AND CAUSES THE WIPER MOTOR TO RUM AT LOW SPEED.

5. WASHER CONTINUOUS OPERATION (W/ INT CONTROL)

WITH WASHER SW TURNED TO ON, THE CURRENT FLOWS FROM TERMINAL 2 OF THE WASHER MOTOR > TERMINAL I -> TERMINAL II (LHD), 17 (RHD) OF THE WIPER AND WASHER SW -> TERMINAL 2 (LHD), 8 (RHD) -> TO GROUND AND CAUSES TO THE WASHER MOTOR TO RUN. AND THE WINDOW WASHER EMITS A WATER SPRAY THIS CAUSES THE CURRENT TO FLOW TO WASHER CONTINUOUS OPERATION CIRCUIT IN TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW -> TERMINAL 7 (LHD), 3 (RHD) -> TERMINAL 3 OF THE WIPER MOTOR > WIPER MOTOR -> TERMINAL 1 -> TO GROUND AND OPERATES THE WIPER.

SERVICE HINTS -

CII FRONT WIPER AND WASHER SW [COMB. SW]

2(LHD), 8(RHD)-GROUND: ALWAYS CONTINUOUS

17(LHD), 11(RHD)-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

7(LHD), 3(RHD)-GROUND: APPROX. 12VOLTS WITH THE WIPER AND WASHER SW AT LOW OR WIST POSITION

APPROX. 12 VOLTS 2 TO 12 SECONDS INTERMITTENTLY WITH THE WIPER AND WASHER SW AT INT POSITION

16(LMD), 12(RMD)-GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW ON UNLESS THE WIPER MOTOR AT STOP POSITION

8(LHD), 2(RHD)-SROUND APPROX. 12 VOLTS WITH THE WIPER AND WASHER SW AT HIGH POSITION

F 9 FRONT WIPER MOTOR

6-5-CLOSED UNLESS THE WIPER NOTOR AT STOP POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	70(LHD), 80(RHD)		76(RHD 38-FE)		66(LHD 3S-FE)
	64(LHD 3S-BE)	F 7	78(RHD 58-FE,		68(LHD 7A-FE)
	66(LHD 3S-FE)	J 1	70(LHD).80(RHD)	N F	74(RHD 38-GE)
, ,	68(LHD 7A-FE)		70(LHD), 60(RHD)	76(RHD 3S-FE)	
	74(RHD 38-GE)	N I	64(LHD 38-GE)		78(RHD 55-FE)



TRONT WIPER AND WASHER

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	52(LHD)	INSTRUMENT PANEL HIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/S (RIGHT KICK PANEL)
1.6	54(LHO)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1.5	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	54 (LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
	54 (LHD)	COWL WIRE AND J/B NO 1 (LEFT KICK PANE.)
1 J	56(RHO)	COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
105	102(RHD)	ENGINE ROOM MAIN WIRE AND COME WIRE (RIGHT KICK PANEL)
103	90(LHD)	ENGINE ROOM MAIN VIRE AND COME WIRE (INSIDE OF R/B NO.4)
102	102(RHO)	EMBINE ROOM MAIN TIME AND DOBL WISE CINCIDE OF RIGHT WISE NO. 4)

U BROUND POINTS

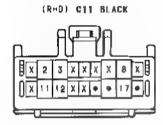
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	90(LHD)	LEFT KICK PANE.
10	102(RHD)	RIGHT KICK PANEL
IF	90(1HD)	R/B NO.4 SET BOLT
1P	102(RHD)	KYD NO. 6 SET DUL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 38-GE)	•		96(RHD 38-BE)	
E 1	86(LHD 38-FE)	ENGINE ROOM MAIN WIRE	E 9	98(RHD 3S-FE)	ENGINE ROOM MAIN WIRE
	88(LHD 7A-FE)			100(RHD 58-FE)	



(LHD) C11 BLACK



W 1 GRAY









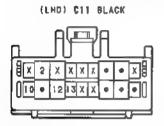
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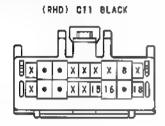
REAR WIPER AND WASHER



: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
7.0	90(LHD)	LEFT KICK PANEL
10	102(RHD)	RIGHT KICK PANEL







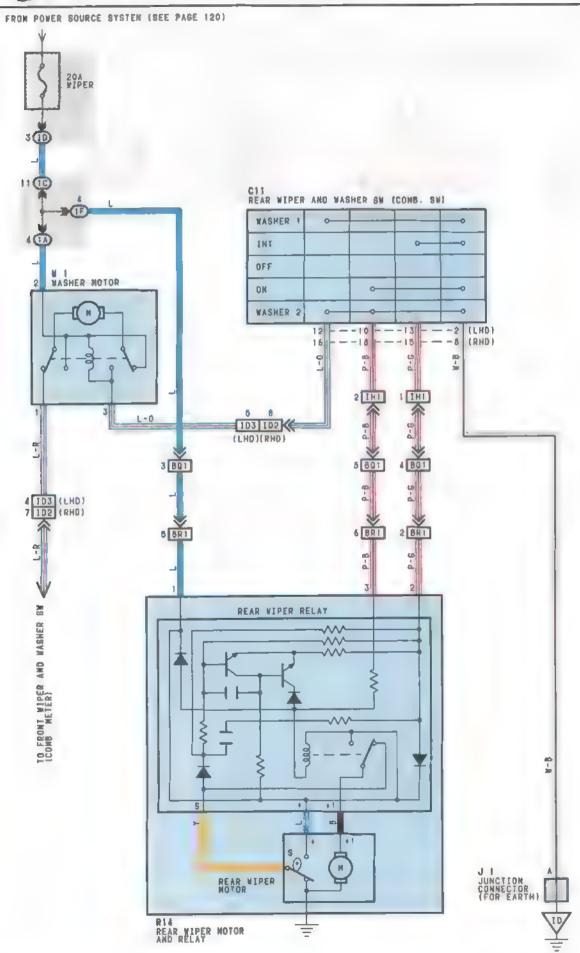


W 1 GRAY





REAR WIPER AND WASHER



- SYSTEM OUTLINE --

WHEN THE IGNITION SW IS TURMED ON, CURRENT FLOWS TO TERMINAL 2 OF THE WASHER MOTOR, TERMINAL 1 OF THE REAR WIPER MOTOR AND RELAY THROUGH THE WIPER FUSE.

1. REAR WIPER NORMAL OPERATION

WITH THE ISMITION SW TURNED ON AND REAR WIPER AND WASHER SW TURNED ON. THE CURRENT FLOWING TO TERMINAL I OF THE REAR WIPER RELAY FLOWS TO TERMINAL 3 OF THE RELAY -> TERMINAL 10 (LHD), 18 (RHD) OF THE REAR WIPER AND WASHER SW --> TERMINAL 2 (.HD), 8 (RHD) -> TO GROUND. THUS, THE RELAY COIL IS ACTIVATED AND THE CURRENT TO TERMINAL 3 OF THE RELAY FLOWS TO TERMINAL +1 -> TERMINAL +1 OF THE REAR WIPER MOTOR -> MOTOR -> TO GROWND AND CAUSES THE MOTOR TO OPERATE THE WIPER

2. REAR WIPER INTERMITTENT OPERATION

WHEN THE IGNITION SW IS ON AND THE REAR WIPER AND WASHER SW IS TURNED TO INT POSITION, CURRENT FLOWING TO TERMINAL 1 OF THE REAR WIPER MOTOR AND RELAY FLOWS TO TERMINAL 2 OF THE RELAY -> TERMINAL 13 (LHD), 16 (RHD) OF THE REAR WIPER AND WASHER SW -> TERMINAL 2 (LHD). 8 (RHD) -> GROUND.

THIS CAUSES THE MOTOR TO OPERATE (THE POINT CHANGES) AND THE INTERMITTENT CIRCUIT OF THE RELAY OPERATES, INTERMITTENT OPERATION OF THE CIRCUIT IS CONTROLLED BY THE CHARGING AND DISCHARGING OF THE CONDENSER INSTALLED INSIDE THE RELAY.

3. WASHER OPERATION

WITH THE IGNITION SW TURNED ON AND THE REAR WIPER AND WASHER SW TURNED TO ON POSITION, WHEN THE WIPER SW IS TURNED FURTHER, THE CURRENT FLOWING TO TERMINAL 2 OF THE WASHER MOTOR FLOWS TO TERMINAL 3 OF THE MOTOR -> TERMINAL 12 (LHO), 16 (RHO) OF THE REAR WIPER AND WASHER SW -> TERMINAL 2 (LHO). 8 (RHO) -> TO GROUND SO THAT THE WASHER MOTOR ROTATES AND THE WINDOW WASHER EJECTS THE SPRAY, ONLY WHILE THE SWITCH IS FULLY TURNED.

WHEN THE WIPER SW IS OFF AND THEN TURNED ID WASHER ON (WIPER OFF SIDE). ONLY THE WASHER OPERATES.

SERVICE HINTS

WI WASHER NOTOR

2-GROUND APPROX. 12YOUTS WITH THE IGNITION SW AT ON POSITION

3-GROUND CONTINUOUS WITH THE WASHER SN TURNED ON

R14 REAR WIPER MOTOR AND RELAY

1-GROUND: APPROX 12YOUTS WITH THE IGNITION SN AT ON POSITION

2-GROUND: CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT INT POSITION

3-GROUND: CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT ON POSITION

O PARTS LOCATION

000	E SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C1	70(LHD),80(RHD)		64(LHO 35-GE)		74(RHD 38-GE)
d	70(_HD),50(RHD)	W 1	66(LHD 3S-FE)	W 1	76(RHD 3S-FE)
R14	72(LHD).82(RHD)	1	68(LHD 7A-FE)		78(RHD 5S-FE)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

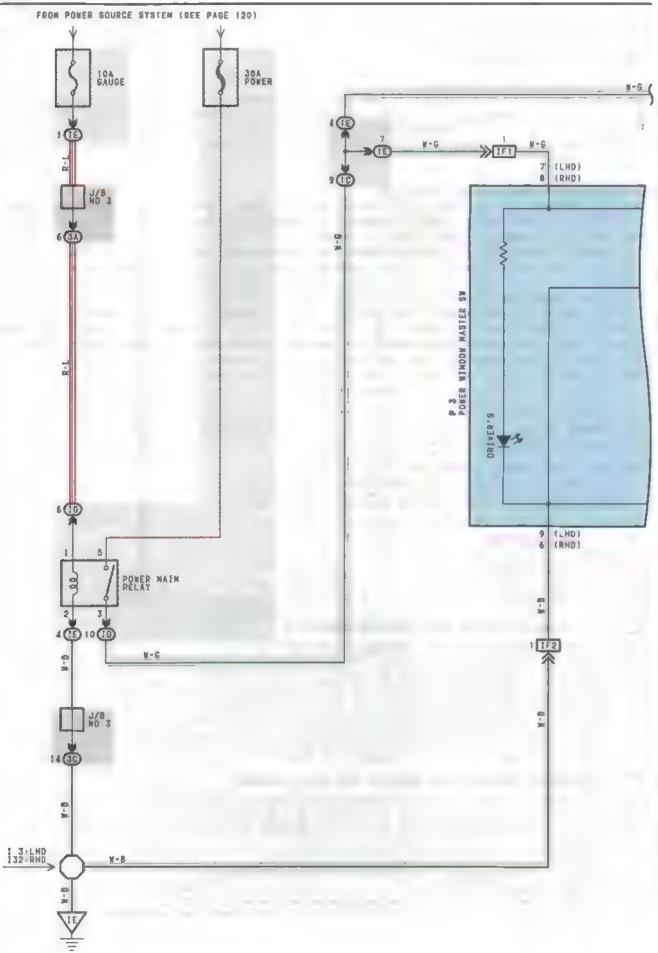
CODE	SEE PAGE	JUNCTION BLOCK AND NIRE HARNESS (CONNECTOR LOCATION)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
18	54(LHD),	ENGINE ROOM WAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
14	56(RHD)	ENGINE ROOM MAIN WIRE AND J/B NO 1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
1F	54.LHD)	F_OOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
	56 (RHD)	F. OOR WIRE AND J/B NO.1 (RIGHT KICK PANEL)

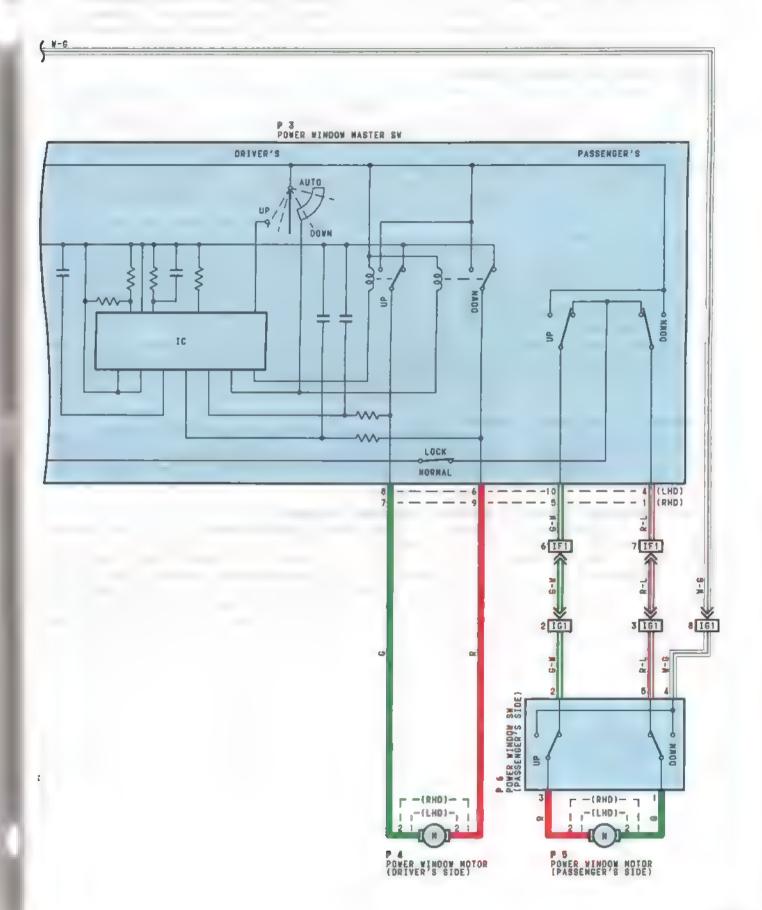
. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)			
ID2	102(RHD)	ENGINE ROOM MAIN WIRE AND COME WIRE (RIGHT KICK PANEL)			
ID3	90(LHD)	ENGINE ROOM MAIN WIRE AND COUL WIRE (INSIDE OF R/B NO.4)			
IH1	90(LHD)	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)			
101	102(RHD)	COW. WIRE AND FLOOR WIRE (RIGHT KICK PANEL)			
891	94(LHD)	NACK DOOD NO I WISE AND FLOOD WISE (DAOK BOOD HORED LETT)			
Del	106(RHD)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)			
BR1	94(LHD)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)			
	106(RHD)	DAGE DOOR NO. 2 SIRE AND DAGE DOOR NO. 1 SIRE (DAGE DOOR OFFER LEFT)			



POWER WINDOW





SYSTEM DUTLINE -

CURRENT ALWAYS FLOWS THROUGH THE POWER FUSE TO TERMINAL 5 OF THE POWER MAIN RELAY. WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE SAUGE FUSE TO TERMINAL 1 OF THE POWER MAIN RELAY -> TO TERMINAL 2 -> TO GROUND. THIS ACTIVATES THE RELAY AND CURRENT FLOWING TO TERMINAL 3 OF THE POWER MAIN RELAY -> TO TERMINAL 7 (LHD), 5 (RHD) OF THE POWER WINDOW MASTER SW AND TERMINAL 4 OF THE POWER WINDOW SW (PASSENGER'S SIDE).

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION BY TURNED ON AND WITH THE POWER WINDOW MASTER SW IN UP POSITION, THE CURRENT FLOWING TO TERMINAL 7 (LHD). 8 (RHD) OF THE POWER WINDOW MASTER SW FLOWS TO TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW TERMINAL 6 (LHD). 2 (RHD) OF THE POWER WINDOW MOTOR (DRIVER'S) MOTOR TERMINAL 2 (LHD), 1 (RHD) TERMINAL 6 (LHD). 9 (RHD) OF THE MASTER SW TERMINAL 9 (LHD). 6 (RHD) TO GROUND AND CAUSES THE POWER WINDOW MOTOR TO ROTATE IN THE UP DIRECTION THE WINDOW ASCENDS ONLY WHILE THE SW IS BEING PUSHED. IN DOWN OPERATION, THE FLOW OF CURRENT FROM TERMINAL 7 (LHD), 6 (RHD) OF THE POWER WINDOW MASTER SW TO TERMINAL 6 (LHD), 9 (RHD) OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM TERMINAL 2 (LHD), 1 (RHD) OF THE MOTOR THE MOTOR THE MOTOR TO GROUND. FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW

2. AUTO DOWN OPERATION

WITH THE IGNITION SW ON AND WITH THE DRIVER'S SW OF THE POWER WINDOW MASTER SW IN DOWN POSITION, CURRENT FLOWING TO TERMINAL 7 (LHD). 8 (RHD) OF THE MASTER SW FLOWS TO TERMINAL 6 (LHD), 9 (RHD) OF THE MASTER SW -> TERMINAL 2 (LHO), 1 (RHD) OF THE POWER WINDOW MOTOR -> MOTOR -> TERMINAL 1 (LHD), 2 (RHD) -> TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW -> TERMINAL 9 (LHD), 6 (RHD) -> TO SROUND, CAUSING THE MOTOR TO ROTATE TOWARDS THE DOWN SIDE. THEN THE SOLEMOID IN THE MASTER SW IS ACTIVATED AND IT LOCKS THE DRIVER'S SW BEING PUSHED. CAJBING THE MOTOR TO CONTINUE TO ROTATE IN AUTO DOWN OPERATION

WHEN THE WINDOW HAS COMPLETELY DESCENDED. THE CURRENT FLOW BETMEEN TERMINAL @ (LHD), 6 (RHO) OF THE MASTER SW AND TERMINAL 9 (LHD), 6 (RHO) INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING. THE DRIVER'S SW TURNS OFF AND FLOW FROM TERMINAL 7 (LHD), 6 (RHD) OF THE MASTER SW TO TERMINAL 6 (LHD), 9 (RHD) IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE DRIVER'S SW IS PUSHED TO THE UP SIDE DURING AJTO DOWN OPERATION, A GROUND CIRCUIT OFENS IN THE MASTER SW AND CURRENT DOES NOT FLOW FROM TERMINAL 8 (LHD), 7 (RHD, OF THE MASTER SW -> TO TERMINAL 9 (LHD), 6 (RHD), SO THE MOTOR STOPS. CAUSING AUTO DOWN OPERATION TO STOP. IF THE DRIVER'S SW IS PUSHED CONTINUOUSLY, THE MOTOR ROTATES IN THE UP DIRECTION IN MANUAL JP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW SW (PASSENGER'S WINDOW)

WITH POWER WINDOW SW (PASSENGER'S SIDE) PUSHED TO THE JP SIDE, CURRENT FLOWING FROM TERMINAL 4 OF THE POWER WINDOW SW FLOWS TO TERMINAL 3 OF THE POWER WINDOW SW TERMINAL 1 (LHD), 2 (RHO) OF THE WINDOW MOTOR MOTOR TERMINAL 2 (LHD), 1 (RHD) TERMINAL 1 OF THE POWER WINDOW SW TERMINAL 3 TERMINAL 4 (LHD), 1 (RHO) OF THE MASTER SW TERMINAL 9 (LHD), 6 (RHO) TO BROUND AND CAUSES THE POWER WINDOW MOTOR (PASSENGER'S SIDE) TO ROTATE IN THE UP DIRECTION UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW SW IS PUSHED TO THE JP SIDE, WHEN THE WINDOW DESCENOS, THE CURRENT FLOWING TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM TERMINAL 2 (LHD), 1 (RHD) TO MOTOR TERMINAL 1 (LHD), 2 (RHD), AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED TO THE LOCK SIDE, THE GROUND CIRCUIT TO THE PASSENGER'S WINDOW BECOMES OPEN.

SERVICE HINTS -

P 6 POWER WINDOW SW (PASSENGER'S SIDE)

4-GROUND APPROX. 12VOLTS WITH THE IGNITION SW ON

P 3 POWER WINDOW MASTER SW

9. LHD). 6(RHD) GROUND: ALWAYS CONTINUOUS

7(LHD), 6(RHD)-GROUND: APPROX 12VOLTS WITH THE IGNITION SW ON

6(LHD),7(RHD)-GROUND-APPROX. 12VOLTS WITH THE IGNITION SW AT QM POSITION AND THE MASTER SW AT UP POSITION

6(LHD), 9(RHO)-GROUND: APPROX 12 YOLTS WITH THE IGNITION SW AT ON POSITION AND THE MASTER SW AT DOWN OR AUTO DOWN

POSITION

MINDOM FOCK 8M

OPEN WITH THE WINDOW LOCK SW AT LOCK POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P 3	72(LHD),82(RHD)	P 6	72HD), 82(RHD)		
P 4	72(LHD).82(RHD)	P 6	72(LHD), 82(RHD)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	BEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	52(LHD)	INSTRUMENT PAMEL WIRE AND INPAME J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL MIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
16	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IG	52(LHD)	INSTRUMENT PAMEL WIRE AND INPAME J/B (LEFT KICK PAMEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPANÉ J/B (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (LEFT KICK PANEL)
10	56 (RHD)	INSTRUMENT PAMEL WIRE AND J/B NO 1 (RIGHT KICK PANEL)
1 É	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (RIGHT KICK PANEL)
3 A	- 58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		INSTRUMENT PAREL BIRE AND U/D AVIS (DECINO INC INSTRUMENT PAREL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	OIMING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)			
IF1	90(LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
4 F 9	102 (RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
IF2	90 (LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
Irz	102(RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
IG1	90 (LHD)	FLOOR MIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
	102(RHD)	FLOOR WIRE AND INSTRUMENT PANE. WIRE (RIGHT KICK PANEL)			

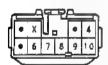
7 : GROUND POINTS

•		
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	90 (LHD) 102 (RHD)	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	92(LHD)	INSTRUMENT PANEL WIRE	132	104(RHD)	INSTRUMENT PANEL WIRE

(LHD) P 3 BLJE



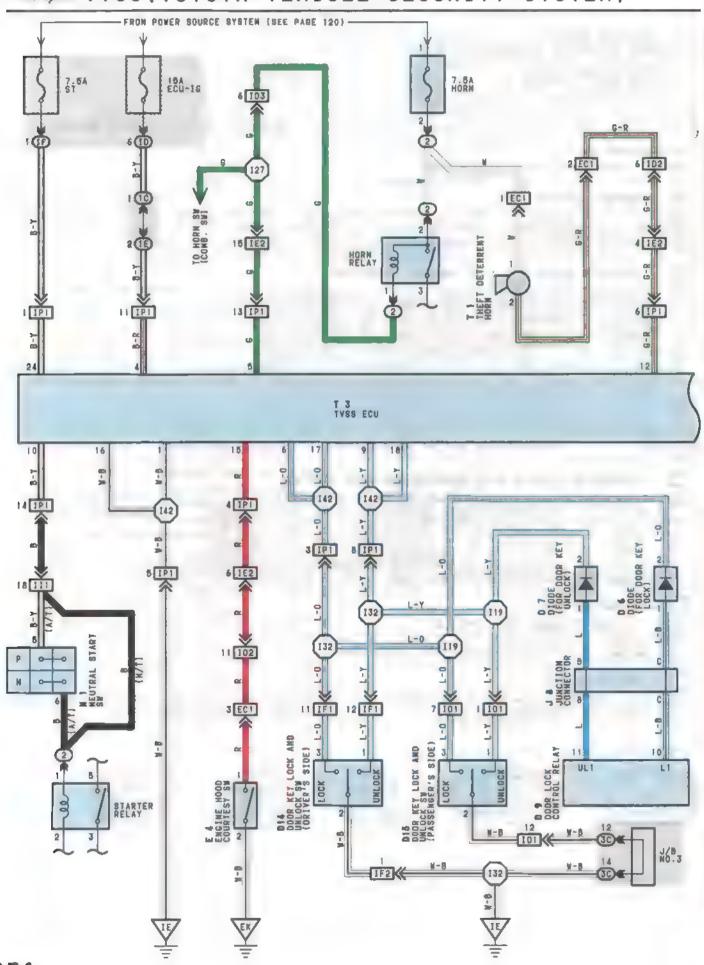


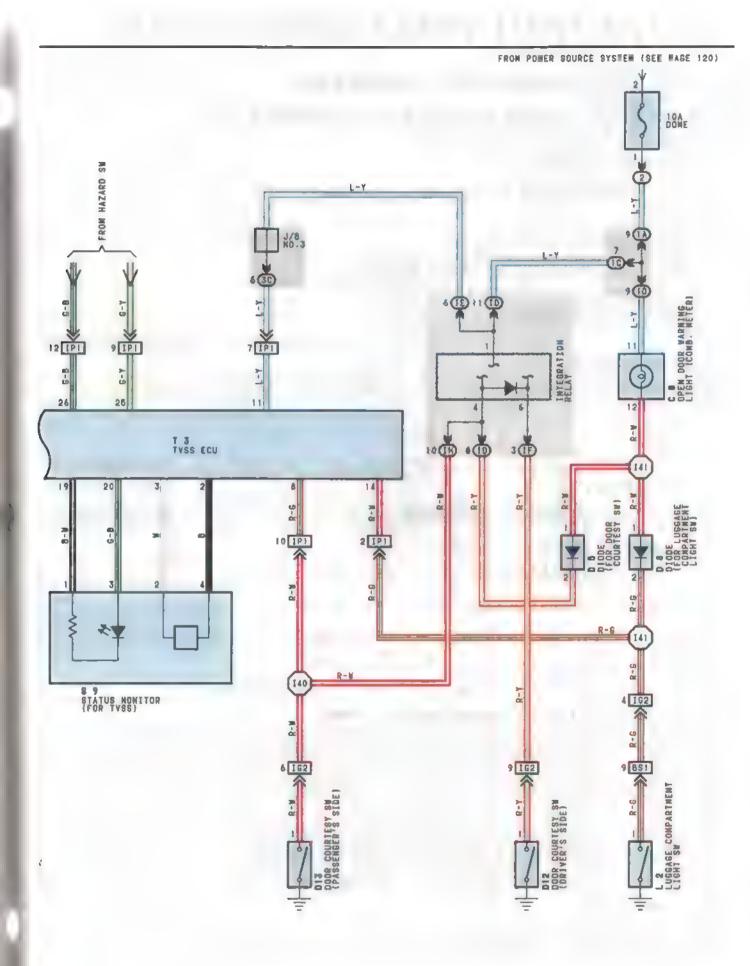






TVSS(TOYOTA VEHICLE SECURITY SYSTEM)





- SERVICE HINTS

D12-D13 DOOR COURTESY SW (DRIVER'S SIDE), {PASSENGER'S SIDE}

1-2 :CLOSED WITH DOOR OPEN

D14-D15 DOGR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE). (PASSENGER'S SIDE)

1-2 - CLOSED WITH THE DOOR LOCK CYLINGER UNLOCKED WITH A KEY

3-2 ICLOSED WITH THE DOOR LOCK CYLINGER LOCKED WITH A KEY.

E 4 ENGINE HOOD COURTESY SW

1-2 :CLOSED WITH THE ENGINE HOOD OPEN

L 2 LUGGAGE COMPARTMENT LIGHT SW

1-GROUND: CLOSED WITH DOOR OPEN

T 3 TYSS ECU

8 GROUND CONTINUOUS WITH THE DOOR OPEN

16-GROUND CONTINUOUS WITH THE ENGINE HOOD OPEN

14-GROUND CONTINUOUS WITH THE LUGGAGE COMPARTMENT DOOR OPEN 4-GROUND APPROX. 12YOLTS WITH THE IGNITION SW AT ON POSITION

9, 18-GROUND: CONTINUOUS WITH THE DOOR LOCK KEY SW AT UNLOCK POSITION 6.17-GROUND. CONTINUOUS WITH THE DOOR LOCK KEY SW AT LOCK POSITION

1.16-GROUND ALWAYS CONTINUOUS

11 GROUND ALWAYS APPROX. 12 VOLTS 24-GROUND: CONTINUOUS WITH THE IGNITION SW AT ST POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	80	012	82	L 2	82
D 5	60	013	82	10 1	78
D &	08	D14	82	8 9	80
D 7	80	D15	82	T 1	74
D B	80	E 4	74	T 3	80
D 9	80	J 8	80		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
Щ		
16	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
IF	JEINNOI	INDIPARTMENT TORCE RATE AND ATTACK BY GROOM RANK FRANKE,
IH	<u> </u>	
1.6	56 (RHD)	ENGINE ROCH MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10		
10	56 (RHD)	INSTRUMENT PANEL WIRE AND L/B NO.1 (RIGHT KICK PANEL)
16		
30	58	INSTRUMENT PANEL WIRE AND ./B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	COINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)			
EC1	96 (RHD 38-GE)	ENGINE ROOM MAIN WIRE AND TVSS NO.2 SUB WIRE (NEAR THE WASHER TANK)			
ID2	102(RHD)	ENGIME ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)			
ID3	102(RHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO 4)			
IE2	102(RHD)	INSTRUMENT PANEL MURE AND COME WIRE (RIGHT WICK PANEL)			
IFI	400401.01	RONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
IF2	102(RHD)	PROMI DOUR RE WING AND INSTRUMENT PAREL WINE (KIGH KIGK PAREL)			
102	1021RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)			
111	104(RHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (MEAR THE ENGINE ECJ)			
101	104 (RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
IPI	104(RHD)	TVSS ND.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
B81	106(RHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT)			

. GROUND POINTS

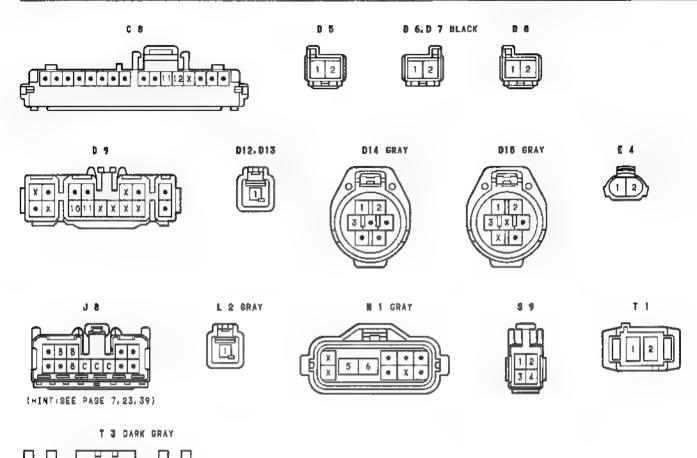
C	ODE:		GROUND POINTS LOCATION
	EK	96 (RHD 38-GE)	FRONT SUSPENSION SUPPORT RH
	IE	102(RHD)	INSTRUMENT PANEL BRACE LH



: SPLICE POINTS

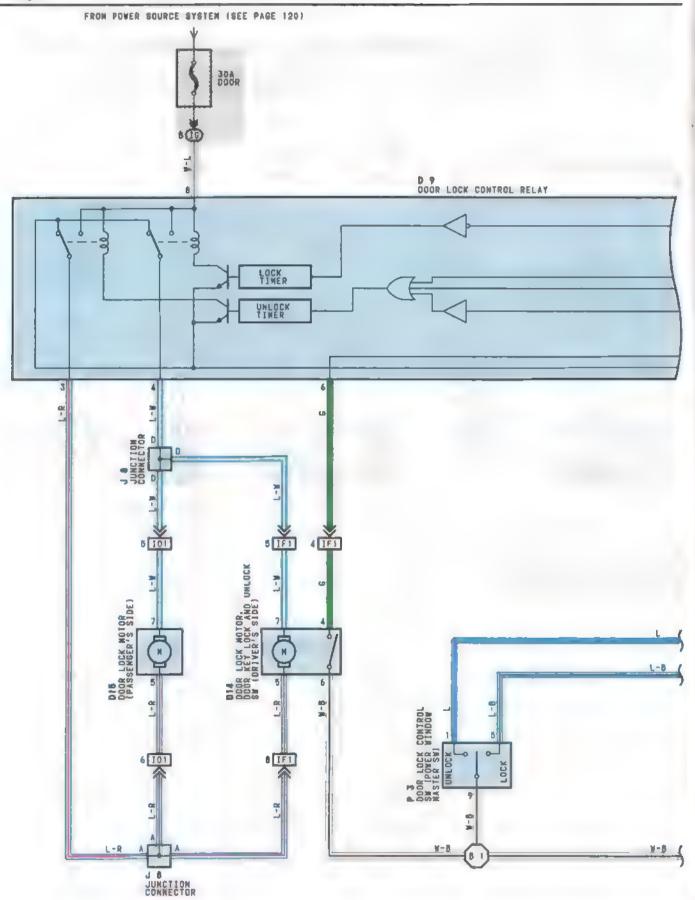
1 2 3 4 5 6 X 8 9 10 11 12 X 14 15 16 17 18 19 20 X X X 24 25 26

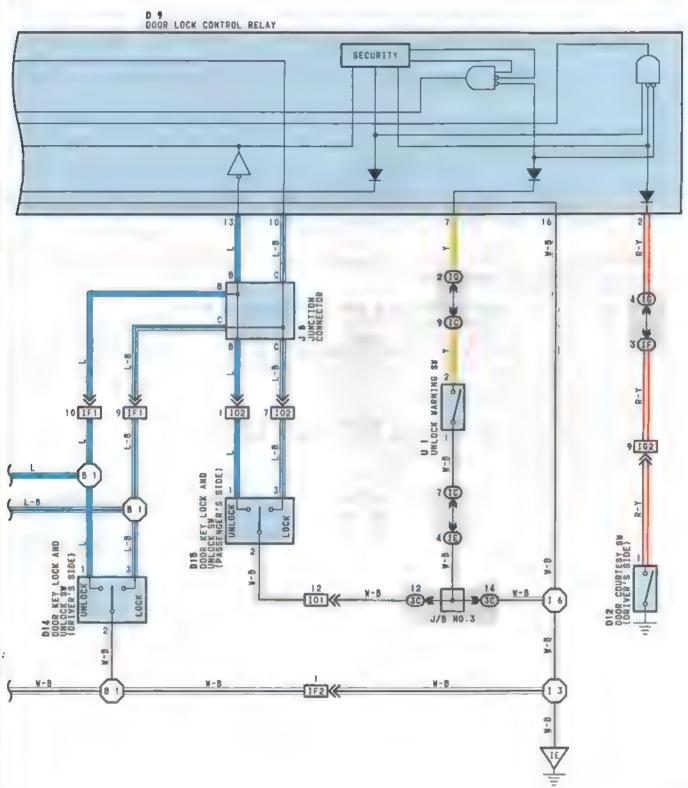
CODE	SEE PAGE	WIRE MARKESS WITH SPLICE POINTS	CODE	SFF PAGE	WIRE HARNESS WITH SPLICE POINTS	
I19	04(RHD)	INSTRUMENT PANEL WIRE	140	104(RHD)	INSTRUMENT PANEL WIRE	
I27	104(RHD)	COWL WIRE	141	104(KHD)	INDIRONER: PARCE WIRE	
132	104(RHD)	INSTRUMENT PANEL WIRE	142	104(RHD)	TVSS NO.1 SJB WIRE	





DOOR LOCK CONTROL(LHD)







DOOR LOCK CONTROL(LHD)

- SYSTEM DUTLINE -

CURRENT ALWAYS FLOWS TO TERMINAL 6 OF THE DOOR LOCK CONTROL RELAY THROUGH THE DOOR FUSE

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW OR KEY SW ARE PUSHED TO LOCK POSITION. A LOCK SIGNAL IS INPUT TO TERMINAL 10 OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE EC. TO FUNCTION. CURRENT FLOWS FROM TERMINAL 8 OF THE ECU -> TERMINAL 4 -> TERMINAL 7 OF THE DOOR LOCK MOTORS -> TERMINAL 6 -> TERMINAL 3 OF THE ECU -> TERMINAL 16 -> TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO UNLOCK POSITION, AN UNLOCK SIGNAL IS INPUT TO TERMINAL 13 OF THE DOOR LOCK CONTROL RELAY. CURRENT FLOWS FROM TERMINAL 8 OF THE ECU -> TERMINAL 3 -> TERMINAL 5 DF THE DOOR LOCK MOTORS -> TERMINAL 7 -> TERMINAL 4 OF THE ECU -> TERMINAL 16 -> TO BROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN JULIOCK OPERATION OCCURS USING THE LH DOOR KEY SW. PERFORMING THE UNLOCK OPERATION ONCE UNLOCKS DMLY THE DRIVER'S DOOR TO UNLOCK ALL THE OTHER DOORS TOSETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN 3 SECONDS OF THE FIRST OPERATION.

3. IGNITION KEY REMINDER OPERATION

. OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

WHEN THE IGNITION KEY IS IN THE CYLINDER (JNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK MOTOR). THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION. THE CURRENT FLOWS FROM TERMINAL 8 OF THE ECU. TERMINAL 3 -> TERMINAL 5 OF THE DOOR LOCK MOTORS -> TERMINAL 7 -> TERMINAL 4 OF THE ECU. -> TERMINAL 16 -> TO GROUND AND CAUSES ALL THE DOORS TO JNLOCK. THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND THE DOOR LOCK KEY SW.

- SERVICE HINTS

D12 DOOR COURTESY SW (DRIVER'S SIDE)

1 GROUND : CLOSED WITH THE DOOR OPEN

D14.D15 DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE). (PASSENGER'S SIDE)

1-2 - CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH THE KEY

3-2 : CLOSED WITH THE DOOR LOCK CY. INDER LOCKED WITH THE KEY.

DI4 DOOR LOCK MOTOR. DOOR KEY LOCK UNLOCK SW (DRIVER'S SIDE)

4-6 :CLOSED WITH THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW AT UNLOCK POSITION

U 1 UNLOCK WARNING SW

2-1 - CLOSED WITH THE IGNITION KEY IN THE CYLINDER

D 9 DOOR LOCK CONTROL RELAY

13 GROUND: CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW AT UNLOCK POSITION

IQ-GROUND: CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW AT LOCK POSITION

7-GROUND CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER

6-GROUND: CONTINUOUS WITH THE LH DOOR AT UNLOCK POSITION

16-GROUND: ALWAYS CONTINUOUS

8-GROUND: ALWAYS APPROX. 1240LTS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 9	70(LHO)	015	72(LHD)	₩ 1	70(LHD.
D12	72(LHO)	J 8	70(LHD)		
D14	72(LHD)	P 3	72(LHD)		

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

COOE	SEE PAGE	JUNCTION BLOCK AND WIRE MARNESS (CONNECTOR LOCATION)
10		
IE	52(LHD)	[INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1F	PSICHDI	INGIRGREN PAREL BIRE AND IRFARE O/D (LEF) NICK PAREL)
16		
3C	58	INSTRUMENT PANEL WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)				
IF1	90(LHD)	ONT DOOR LH WIRE AND INSTRUMENT PANE, WIRE (LEFT KICK PANEL)				
IF2	70(LND)	LYON GROW TO ATKE NUM INCINCIAL NAME (TELL RICK LAMET)				
IG2	90(LHD)	ISTRUMENT PANEL MIRE AND FLOOR WIRE (.FFT KICK PANEL)				
101	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANE, WIRE (RIGHT KICK PANEL)				

GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION	
IE	90(LHD)	INSTRUMENT PANEL BRACE LH	

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	92(LHD)	INSTRUMENT PAMEL WIRE	8 1	94{LHD}	FRONT DOOR LH WIRE
16				-	

3 (x 6 7)





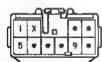


J & BLUE



HINT: SEE PAGE 7. 23.391

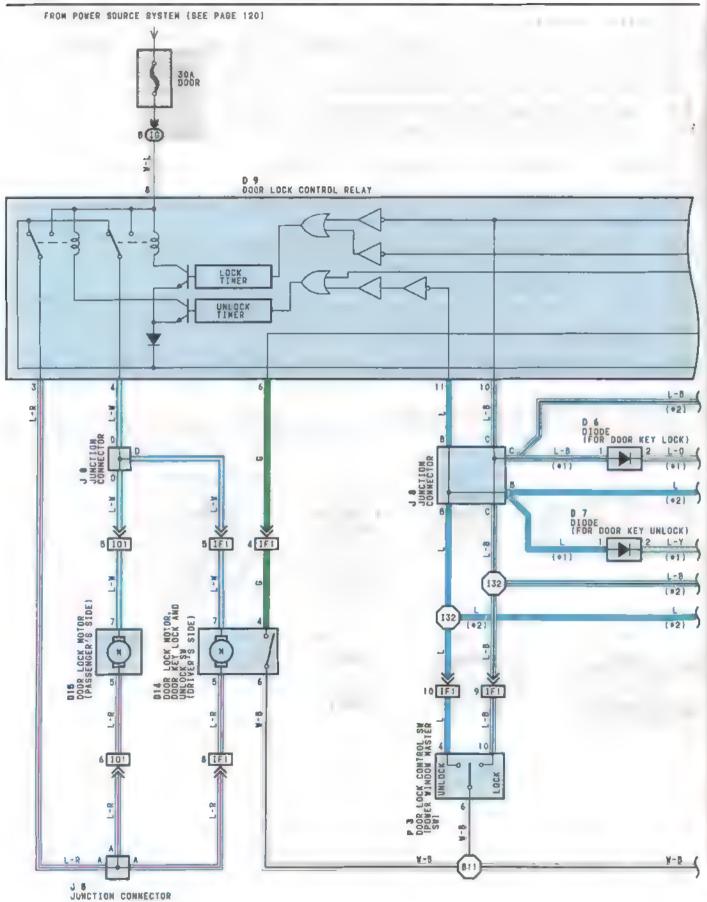
P 3 BLUE

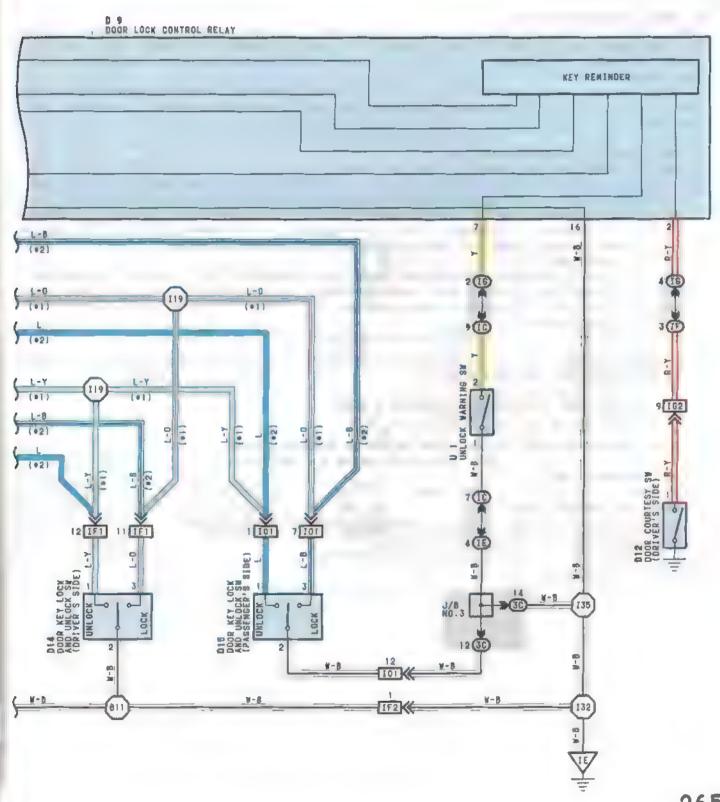


U 1 GRAY



DOOR LOCK CONTROL (RHD)





DOOR LOCK CONTROL (RHD)

- SYSTEM OUTLINE -

CURRENT ALWAYS FLOWS TO TERMINAL 8 OF THE DOOR LOCK CONTROL RELAY THROUGH THE DOOR FUSE. WHEN THE IGNITION SW TURNED ON.

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW OR KEY SW ARE PUSHED TO LOCK POSITION. A LOCK SIGNAL IS IMPUT TO TERMINAL 10 OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM TERMINAL 8 OF THE ECU -> TERMINAL 4 -> TERMINAL 7 OF THE DOOR LOCK NOTORS -> TERMINAL 5 -> TERMINAL 3 OF THE ECU -> TERMINAL 16 -> TO GROUND AND THE DOOR LOCK NOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SN OR KEY SN ARE PUSHED TO UNLOCK POSITION. AN UNLOCK SIGNAL IS INPUT TO TERMINAL 11 OF THE DOOR LOCK CONTROL RELAY CURRENT FLOWS FROM TERMINAL 8 OF THE ECU -> TERMINAL 3 -> TERMINAL 5 OF THE DOOR LOCK MOTORS -> TERMINAL 7 > TERMINAL 4 OF THE ECU -> TERMINAL (6 -> TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE LH DOOR KEY 9W, PERFORMING THE UNLOCK OPERATION ONCE UNLOCKS ONLY THE DRIVER'S DOOR. TO UNLOCK ALL THE OTHER DOORS TOGETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN 3 SECONDS OF THE FIRST OPERATION.

3. IGNITION KEY REMINDER OPERATION

. OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

WHEN THE IGNITION KEY IS IN THE CYLINDER (JNLOCK WARNING SW ON) AND THE DOOR IS OPENEO AND LOCKED USING DOOR LOCK BUTTON (ODOR LOCK MOTOR). THE DOOR IS LOCKED ONCE BUT EACH DOOR IS JNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM TERMINAL 8 OF THE ECU. TERMINAL 3 -> TERMINAL 5 OF THE DOOR LOCK MOTORS -> TERMINAL 7 -> TERMINAL 4 OF THE ECU. -> TERMINAL 16 -> TO GROUND AND CAUSES ALL THE DOORS TO UNLOCK. THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND THE DOOR LOCK KEY SW.

. KEY LESS LOCK OPERATION

WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (UNLOCK MARNING SW OM). THE BOOR IS OPEN AND UNLOCK OPERATION IS PREVENTED BY KEFPING THE DOOR LOCK BUTTON PRESSED TO THE LOCK SIDE. THE DOOR IS KEPT IN THE LOCK CONDITION. IF THE DOOR IS THEN CLOSED. A SIGNAL IS INPUT TO THE ECO FROM THE DOOR COURTESY SW THIS ACTIVATES THE ECO AND EACH DOOR IS LN. BCKFD.

- SERVICE HINTS

DI2 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND : CLOSED WITH THE DOOR OPEN

D14-D15 DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE)

1-2 - CLOSED WITH THE DOOR LOCK CYLINGER UNLOCKED WITH THE KEY

3-2 - CLOSED WITH THE DOOR LOCK CYLINGER LOCKED WITH THE KEY.

D14 DOOR LOCK MOTOR, DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE)

4-6 -CLOSED WITH THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW AT UNLOCK POSITION

U I UNLOCK WARNING SW

2-1 - CLOSED WITH THE IGNITION KEY IN THE CYLINDER

D 9 DOOR LOCK CONTROL RELAY

11-GROUND: CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR KEY LOCK SW AT UNLOCK POSITION

10-GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR KEY LOCK SW AT LOCK POSITION

7 GROUND: CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER

6-GROUND: CONTINUOUS WITH THE DRIVER'S SIDE DOOR AT UNLOCK POSITION

16-GROUND: ALMAYS CONTINUOUS

8-GROUND:ALWAYS APPROX 1240LTS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PASE	CODE		SEE PAGE
0 6	80	D12	82	J 8	80	
0.7	80	D14	82	P 3	82	
D 9	60	D15	82	U 1	80	

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	BEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IC IE	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
3C	58	INSTRUMENT PANEL WIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	INING WIRE HARNESS AND WIRE HARNESS , CONNECTOR LOCATION)				
IF1	102 (RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)				
IF2	TUZ (KNU)	FROM DOOR AN MIRE AND INSTRUMENT PAREL MIRE (MIGHT MICE PAREL)				
162	102(RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGH? KICK PANEL)				
101	104(RHO)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)				

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION	
IE	102(RHO)	INSTRUMENT PANEL BRACE LH	

() : SPLICE POINTS

1	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
[I19	104 (RHD)	INSTRUMENT PANEL WIRE	136	104 (RHD)	INSTRUMENT PANEL WIRE
ſ	132	104(RHU)		811	106 (RHD)	FRONT DOOR RH WIRE

D 6. B 7 BLACK





0 9

012



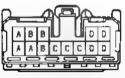
DI4 GRAY



DIE GRAY



JB



(HINT-SEE PAGE 7.23.39)

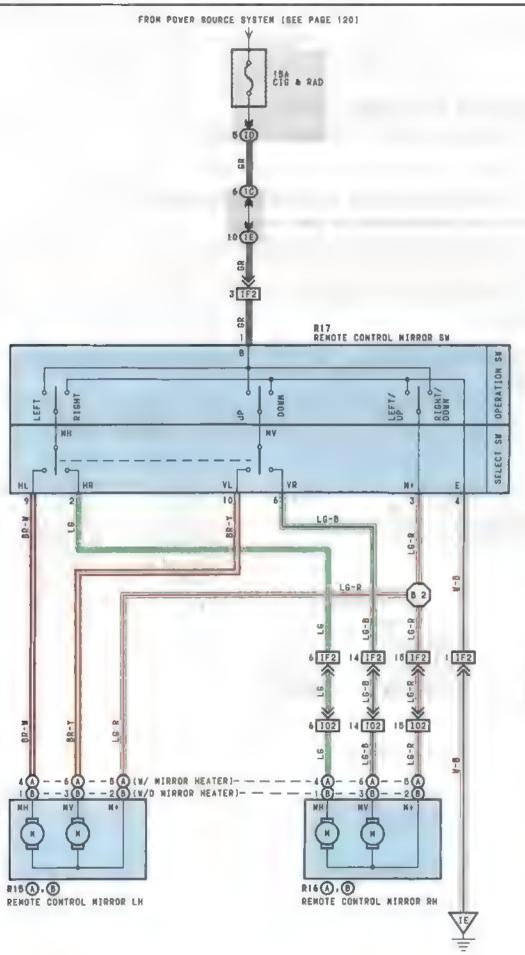
P 3 BLUE



1 GRAY



REMOTE CONTROL MIRROR(LHD)



- SERVICE HINTS -

R17 REMOTE CONTROL MIRROR SW

- 1-GROUND APPROX 12VOLTS WITH THE IGNITION SW AT ACC OR OM POSITION 3-4:CONTINUOUS WITH THE OPERATION SW AT UP OR LEFT POSITION 1-3 CONTINUOUS WITH THE OPERATION SW AT DOWN OR RIGHT POSITION

O : PARTS LOCATION

CODE		SFF PAGF		DE	SEE PAGE	CODE	SEE PAGE
R15	Ä	72	015	A	72	R17	72
KIÐ	8	72	K10	B	72		

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOGATION)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO. I (LEFT KICK PANEL)
1E	D4(LHU)	INSTRUMENT PANEL WIRE AND S/D NO.1 (LEFT RICK PANEL)

☐ I CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF2	90 (LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
102	92{LHD}	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

. GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
16	90(LHD)	INSTRUMENT PANEL BRACE LH

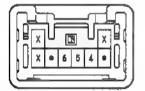
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 2	94(LHD)	FRONT DOOR LH NIRE			

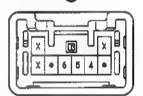
(W/ MIRROR HEATER) R15 (A)

(N/O NIRROR HEATER) R15 (B)

(W/ MIRROR HEATER) R16 (A)



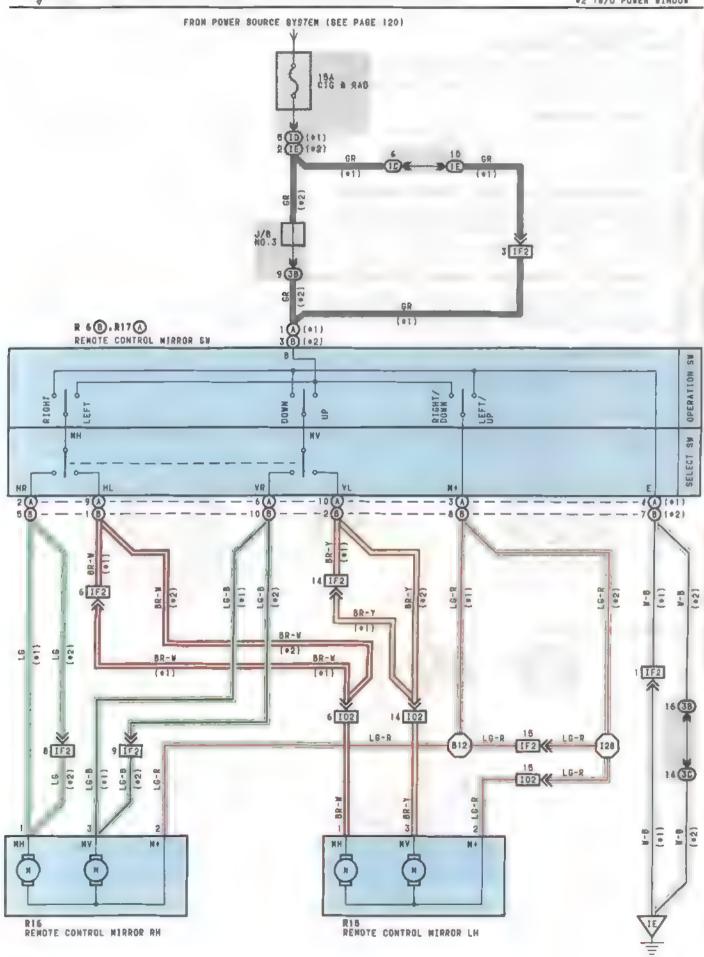




(W/O MIRROR HEATER) R16 (B)







SERVICE HINTS

R 6 B. R17 (A REMOTE CONTROL MIRROR SW

- (A) 1. (B) 3-GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
- (A) 3- (A) 4. (B) 6- (B) 7: CONTINUOUS WITH THE OPERATION SW AT UP OR LEFT POSITION
- (A) (-(A) 3, (B) 3-(B) 8 CONTINUOUS WITH THE OPERATION SW AT DOWN OR RIGHT POSITION

O : PARTS LOCATION

	COL	DE	BEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
R	6	В	60	R16	82		
Г	RI	5	82	R17 A	82		

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
IĖ	32(KND)	INGUINDER I PARCE MINE AND INPARE OVO (MIGHT MICH PARCE)
10	56(RHO)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
16	90(410)	INSTRUMENT CARE WING AND WO.1 (KION NICK PAREL)
3B	E a	INSTRUMENT PANEL WIRE AND J/S NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C	58	INSTRUMENT PAREL WINE AND 3/5 NO.3 (BEHIND THE INSTRUMENT PAREL CENTER)

CONNECTOR JOINING WIRE HARMESS AND WIRE HARMESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF2	102(RHD)	FRONT OODE RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
102	104 (RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

- GROUND POINTS

	CODE	SEE PAGE	GROUND POINTS LOCATION
Γ	IE	102(RHD)	INSTRUMENT PANEL BRACE LH

SPLICE POINTS

	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
ſ	126	104(RHD)	INSTRUMENT PANEL WIRE	B12	106 (RHD)	FRONT DOOR RA WIRE

(#2) R 6 B



R15

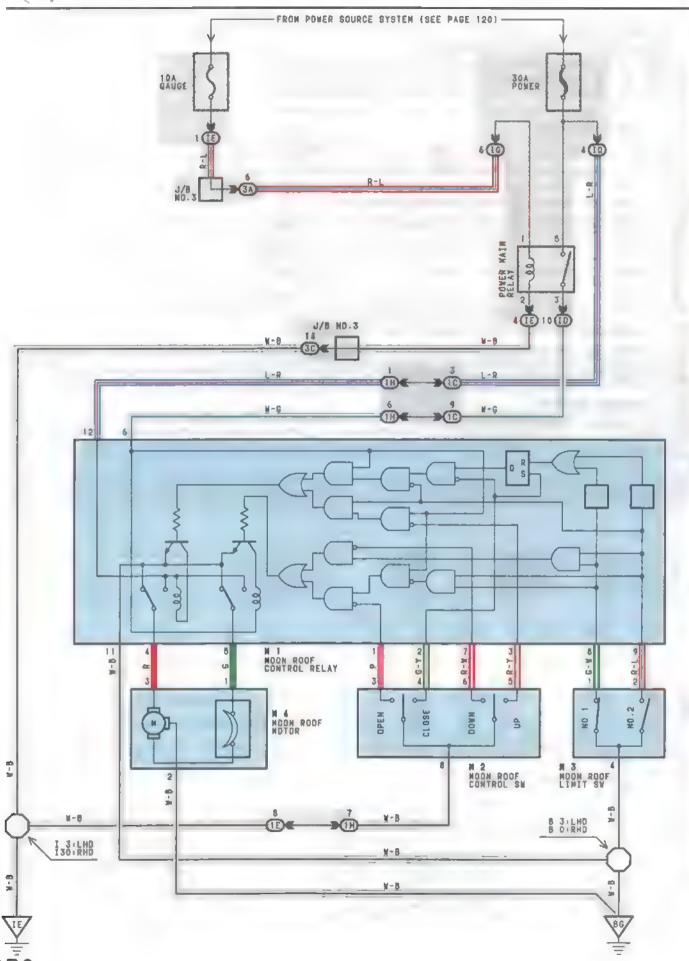


R16



(#1) R17 (A)





- SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE POWER FUSE TO TERNINAL 5 OF THE POWER MAIN RELAY AND TERMINAL 12 OF THE NOON ROOF CONTROL RELAY WITH THE IGNITION SW TURNED ON. THE CURRENT FLOWS TO TERMINAL 1 OF THE POWER MAIN RELAY ->
TERNINAL 2 -> TO GROUND THROUGH THE GAUGE FUSE.

AS A RESULT. POWER MAIN RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 5 OF THE POWER MAIN RELAY FLOWS FROM TERMINAL 5 OF THE POWER MAIN RELAY TO TERMINAL 6 OF THE MOON ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

WHEN THE IGNITION BW IS TURNED ON AND THE MOON ROOF CONTROL SW IS PUSHED TO OPEN POSITION, A SIGNAL IS IMPUT FROM TERMINAL 1 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 3 OF THE MOON ROOF CONTROL SW THE MOON ROOF LIMIT SW NO.1 OR NO.2 IS ON AT THIS TIME.

WHEN THIS OCCURS. THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 5 > TERMINAL 1 OF THE MOON ROOF ROOF ROOF RELAY -> TERMINAL 11 -> TO GROUND AND ROTATES THE MOTOR TO OPEN THE MOON ROOF WHILE THE SW IS BEING PUSHED TO OPEN POSITION.

2. SLIDE CLOSE OPERATION

WITH THE IGNITION SW TURNED ON. THE MOON ROOF COMPLETELY OPEN AND THE MOON ROOF LIMIT SW NO.1 AND NO 2 SOTH ON, WHEN THE MOON ROOF CONTROL SW IS PUSHED TO CLOSE POSITION A SIGNAL IS INPUT FROM TERMINAL 2 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 4 OF THE MOON ROOF CONTROL SW.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 4 -> TERMINAL 3 OF THE MOON ROOF CONTROL RELAY -> TERMINAL 11 -> TO GROUND AND ROTATES THE MOTOR TO CLOSE THE MOON ROOF WHILE THE SW IS BEING PUSHED TO CLOSE POSITION.

THE MOON ROOF LIMIT SW NO.1 TURNS OFF (LIMIT BW NO.2 IS ON) AND AT 100MM (3.9IN) BEFORE FULLY AT CLOSED POSITION, SIGNAL IS INPUT FROM TERMINAL 1 OF THE LIMIT SW NO.1 TO TERMINAL 8 OF THE MOON ROOF CONTROL RELAY. THIS SIGNAL ACTIVATES THE RELAY AND STOPS THE CURRENT FROM TERMINAL 12 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 11 AS A RESULT, THE MOON ROOF STOPS AT THIS POSITION. TO CLOSE THE MOON ROOF COMPLETELY, PUSHING THE MOON ROOF CONTROL SW AGAIN TO THE CLOSE SIDE CAUSES A SIGNAL TO BE INPUT AGAIN TO TERMINAL 2 OF THE MOON ROOF CONTROL RELAY. THIS ACTIVATES THE RELAY AND THE MOON ROOF WILL CLOSE AS LONG AS THE MOON ROOF CONTROL SW IS BEING PUSHED, ALLOWING THE MOON ROOF TO FULLY CLOSE.

3. TILT UP OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUSHED TO TILT UP POSITION, WITH THE IGNITION SW TURNED ON AND THE MOON ROOF COMPLETELY CLOSED (MOON ROOF LIGHT SW NO 2 IS OFF), A SIGNAL IS INPUT FROM TERMINAL 3 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 6 OF THE MOON ROOF CONTROL SW AS A RESULT. THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 4 OF THE RELAY —> TERMINAL 3 OF THE MOON ROOF MOTOR —> TERMINAL 1 —> TERMINAL 5 OF THE MOON ROOF CONTROL RELAY —> TERMINAL 11 TO GROUND AND ROTATES THE MOTOR SO THAT TILT UP OPERATION DOCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHEO ON THE TILT UP SIDE.

4. TILT DOWN OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUBHED TO TILT DOWN POSITION, WITH THE IGNITION BW TURNED ON AND THE MOON ROOF TILTED UP (NO.1 AND NO 2 MOON ROOF LIMIT SW ARE BOTH OFF). A SIGNAL IS INPUT FROM TERMINAL 7 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 6 OF THE MOON ROOF CONTROL SW.

AS A RESULT, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 5 OF THE RELAY -> TERMINAL 1 OF THE MOON ROOF MOTOR -> TERMINAL 3 -> TERMINAL 4 OF THE MOON ROOF CONTROL RELAY -> TERMINAL 11 -> TO GROUND AND ROTATES THE MOTOR SO THAT TILT DOWN OPERATION OCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHED ON THE TILT DOWN SIDE. (DURING TILT DOWN, LIMIT SW NO.1 IS CHANGED FROM OFF TO ON.)

SERVICE HINTS

POWER MAIN RELAY

3-5-CLOSED WITH THE IGNITION SW AT ON POSITION

N 1 MOON ROOF CONTROL RELAY

11-GROUND: ALWAYS CONTINUOUS

6-GROUND:APPROX. 12*OLTS WITH THE IGNITION SW AT ON POSITION
4-GROUND:APPROX. 12*OLTS WITH THE IGNITION SW ON, AND THE MOON ROOF CONTROL SW AT CLOSE OR UP POSITION
(EXCEPT APPROX. 100MW (3.941IN) BEFORE AT FULLY CLOSED POSITION

5-GROUND APPROX. 1240_TS WITH THE IGNITION SW DN, AND THE MOON ROOF CONTROL SW AT OPEN OR BOWN POSITION

M 2 NOON ROOF CONTROL SW

5-8: CLOSED WITH THE MOON ROOF CONTROL SW AT UP POSITION

5-8:CLOSED WITH THE MOON ROOF CONTROL SW AT OF POSITION 4 8:CLOSED WITH THE MOON ROOF CONTROL SW AT CLOSE POSITION 6-8:CLOSED WITH THE MOON ROOF CONTROL SW AT DOWN POSITION 3-8:CLOSED WITH THE MOON ROOF CONTROL SW AT OPEN POSITION

8-SROUND: ALWAYS CONTINUOUS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
N 1	72(LHD), 82(RHD)	M 3	72(LHD), 82(RHD)		
N 2	72(LHD), 82(RHD)	N 4	72(LHD), 82(RHO)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	LINCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
10	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PAREL WIRE AND IMPARE J/B (RIGHT KICK PANE_)
IE	52 (LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANE_)
16	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
16	52(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/8 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL MIRE AND J/B NO.1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PAMEL MIRE AND J/B NO.1 (RIGHT KICK PANEL)
1E	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
IE	56(RHD)	INSTRUMENT PANEL NURE AND U/B NO.1 (RIGHT KICK PANEL)
1.81	54(LHD)	RCOF WIRE AND J/B NO 1 (LEFT KICK PANEL)
181	56(RHD)	ROOF WIRE AND J/B NO.1 (RIGHT WICK PANEL)
3A	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

I GROUND POINTS

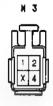
CODE	SEE PAGE	GROUND POINTS LOCATION
1E	90(LHD)	INSTRUMENT PANEL BRACE LH
16	102(RHD)	AS RUMEN PAREL ORACE EN
BG	94(LHD)	ROOF LEFT
0.0	106 (RHD)	ROOF RIGHT

() : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	
I 3	92(LHD)	INSTRUMENT PANEL WIRE	83	94(LHD)	ROOF WIRE	
130	104 (RHD)	143 ROMENT FAMEL WIRE	B10 106 (RHD)	KOOL MIKE		





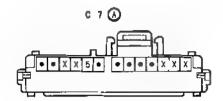




UNLOCK AND SEAT BELT WARNING (G.C.C.)









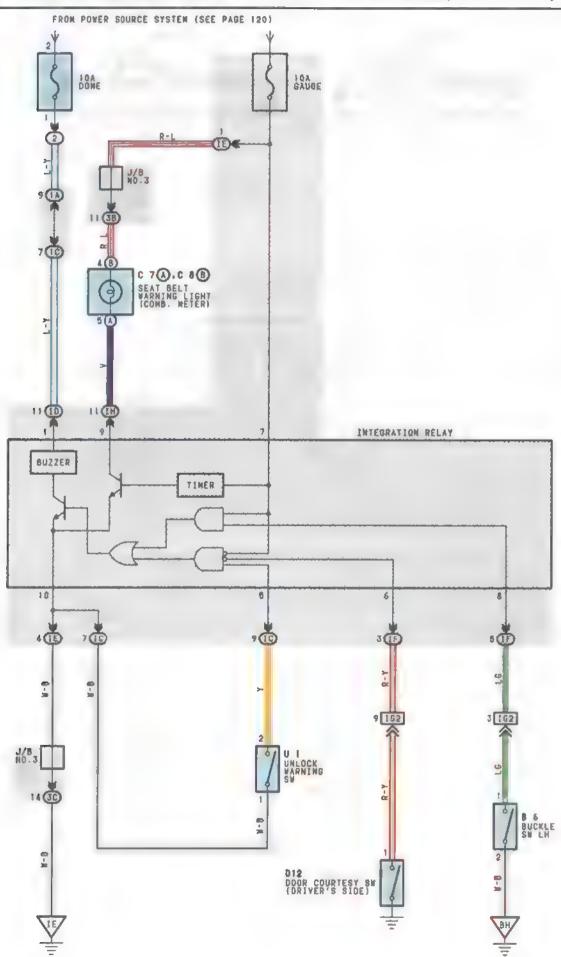


U 1 GRAY





UNLOCK AND SEAT BELT WARNING (G.C.C.)



- SYSTEM DUTLINE -

CURRENT ALWAYS FLOWS TO TERMINAL 1 OF THE INTEGRATION RELAY THROUGH THE DOME FUSE.

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE GAUGE FUSE TO TERMINAL 7 OF THE INTEGRATION RELAY. AT THE SAME TIME, CURRENT FLOWS TO TERMINAL 9 OF THE RELAY FROM THE GAUGE FUSE THROUGH THE SEAT BELT MARNING LIGHT THIS CURRENT ACTIVATES THE INTEGRATION RELAY AND CURRENT FLOWING THROUGH THE WARNING LIGHT FLOWS FROM TERMINAL 9 OF THE RELAY TERMINAL 10 -> GROUND. CAUSING THE WARNING LIGHT TO LIGHT UP. A BUCKLE SW OFF SIGNAL IS INPUT TO TERMINAL 8 OF THE RELAY, THE CURRENT FLOWING TO TERMINAL 7 OF THE RELAY FLOWS FROM TERMINAL 10 -> GROUND AND THE SEAT SELT WARNING BUZZER SOUNDS FOR APPROX. 4-88ECONDS. HOWEVER, IF THE SEAT BELT IS PUT ON DURING THIS PERIOD (WHILE THE BUZZER IS SOUNDING), SIGNAL INPUT TO TERMINAL 8 OF THE RELAY STOPS AND THE CURRENT FLOW FROM TERMINAL 7 OF THE RELAY -> TERMINAL 10 -> GROUND IS CUT, CALSING THE SUZZER TO STOP

2. UNLOCK WARNING SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK SW ON), THE IGNITION SW STILL OFF AND THE DRIVER'S DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT TO TERMINAL 6 OF THE RELAY. THE INTEGRATION RELAY OPERATES. CURRENT FLOWS FROM TERMINAL 7 OF THE RELAY —> TERMINAL 10 —> GROUND AND THE UNLOCK VARNING BUZZER SOUNDS

- SERVICE HINTS

B & BUCKLE SW LH

1-2:CLOSED WITH THE DRIVER'S SEAT BELT IN USE

DI2 DOOR COURTESY SW (DRIVER'S SIDE)

!-GROUND:CLOSED WITH THE LH DOOR SPEN

U I UNLOCK WARNING SW

2-1: CLOSED WITH THE IGNITION KEY IN THE CYLINDER

INTEGRATION RELAY

10-GROUND: ALWAYS CONTINUOUS

6-SROUND CONTINUOUS WITH THE DRIVER 8 DOOR OPEN

B-GROUND CONTINUOUS WITH THE ISHITION KEY IN THE CYLINDER

6 GROUND: CONTINUOUS WITH THE DRIVER'S LAP BELT IN USE

9-GROUND: GYOLTS WITH THE IGNITION SW ON AND THE BUCKLE SW OFF

1-GROUND: ALWAYS APPROX 12VOLTS

7-GROUND: APPROX 12VOLTS WITH THE IGNITION SW AT ON POSITION

O | PARTS LOCATION

	CODE	SEE PAGE	CODE	SEE PASE	CODE	SEE PAGE
	B 6	72(LHD)	C 8 B	70{LHD}	U 1	70(LHD)
C	7 A	70(CHD)	D12	72(LHD)		

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	E PAGE JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)					
IC							
10							
IE	52 (LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT WICK PANEL)					
IF							
IH	<u> </u>						
1.4	54(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)					
10	54(LHD)	INSTRUMENT PANEL WIRE AND JB NO I (LEFT KICK PANEL)					
3B	58	INSTRUMENT PANEL WIRE AND J/B NO 3 DEHIND THE INSTRUMENT PANEL CENTER)					
3C	30	THE INCHES FAME PINE AND U/O NO S (DESIGNO THE INSTRUMENT PANEL CENTER)					

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

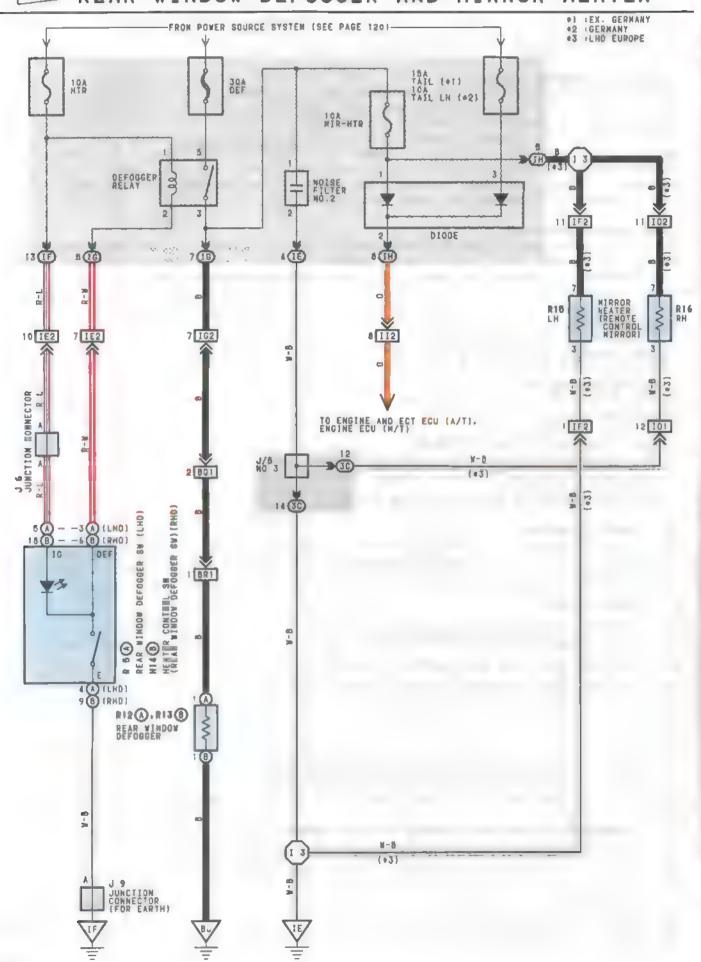
CODE	SEE PAGE	JOINING MIRE HARNESS AND MIRE HARNESS (COMMECTOR LOCATION)
162	90(FHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

F GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	90(LHD)	INSTRUMENT PANEL BRACE _H
BH	94(LHD)	UNDER THE LEFT CENTER PILLAR



REAR WINDOW DEFOGGER AND MIRROR HEATER



- SERVICE HINTS -

DEFOGGER RELAY

5-3:CLOSED WITH THE IBNITTON SW ON AND THE DEFOGER SW ON

R DA REAR WINDOW DEFOGGER SW (LHD)

- A 5-GROUND: APPROX. 1240LTS WITH THE IGNITION SW AT ON POSITION
- A-GROUND: ALWAYS CONTINUOUS
- HI4® HEATER CONTROL SW (REAR WINDOW DEFOGGER SW) (RHD)
- B 18-GROUND: APPROX 12VOLTS WITH IGNITION SW AT ON POSITION
- B 9 GROUND ALWAYS CONTINUOUS

O : PARTS LOCATION

CODE	SEE PAGE	CODE SEE PAGE		CODE	SEE PAGE
H14 B	80	R 5 A	70	R15	72
J 6	70(LHD),80(RHD)	R12 A	72(LHD), 82(RHD)	R16	72
J 9	70(LHD).80(RHD)	R13 B	72(LHD), 82(RHD)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARMESS (CONNECTOR LOCATION)
IE	62(LHD)	INSTRUMENT PANEL WIRE AND INPANE U/B (LEFT KICK PANEL)
16	52(RHD)	INSTRUMENT PANEL MIRE AND IMPANE J/B (RIGHT KICK PANEL)
1F	52 (LHD)	INSTRUMENT PANEL WIRE AND IMPANE U/B (LEFT KICK PANEL)
41	52 (RHD)	INSTRUMENT PANEL NIRE AND INPANE J/8 (RIGHT KICK PANEL)
16	52(LHD)	INSTRUMENT PANEL MIRE AND INPANE J/B (LEFT MICK PANEL)
10	52 (RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT MICK PANEL)
IH	52(LHO)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
110	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
3.C	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)				
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)				
162	102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)				
IF2	90(LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PARE, WIRE (LEFT KICK PANEL)				
162	90 (LHD)	INSTRUMENT PAMEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)				
104	102(RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)				
112	95(FHD)	NGINE WIRE AND INSTRUMENT PANEL WIRE (MEAR THE ENGINE ECU)				
212	104 (RHD)	Engine xive and instruction Panel size (MENA (ME Engine COO)				
101	92(LH0)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)				
102	A5(FMD)	FAUNT SHOW AND BIRE AND INDIMENSAL PAGES WIRE (SIGN) ALOR PAGES				
891	94(LHD)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)				
041	106(RHD)	BACK DOOK AU-1 SIRE AND FLOOR SIRE (DAGE BOOK OFFER LEFT)				
3R1	94 (LHD)	BACK DOOR NO.2 WIRE AND BACK DOOR NO 1 WIRE (BACK DOOR UPPER LEFT)				
251	106(RHD)	DATE DOOR NO.2 SIRE AND DATE DOOR NO ! SIRE (DATE DOOR OPPER TEL!)				

T : GROUND POINTS

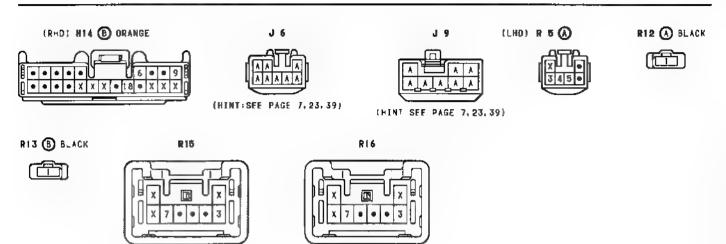
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	90(LHD) 102(RHD)	INSTRUMENT PANEL BRACE LH
IF	90(LHD) 102(RHD)	R/B NO.4 SET BOLT
BJ	94(LHD) 106(RHD)	BACK DOOR RIGHT

() : SPLICE POINTS

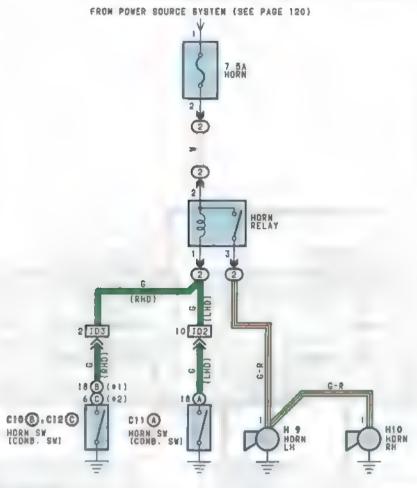
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARMESS WITH	SPLICE POINTS
13	92(LHD)	INSTRUMENT PANEL MIRE				



REAR WINDOW DEFOGGER AND MIRROR HEATER



•! :W/O CRUISE CONTROL •2 :W/ CRUISE CONTROL



SERVICE HINTS

HORN RELAY

2 2- 2 3:CLOSED WITH THE HORN SW ON

O : PARTS LOCATION

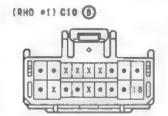
CODE		SEE PAGE	CODE	BEE PAGE	CODE	SEE PAGE
CIO	8	80		68(LHD 7A~FE)		66(LHD 38-FE)
CII	A	70		74(RHD 35-GE)		68(LHD 7A-FE)
C12	C	60	H 9	76(RHD 3S-FE)	H10	74(RHD 38-GE)
		64(LHD 35-GE)		78(RHD 55-FE)		76 (RHD 35-FE)
Н	7	66(LHD 38-FE)	H10	64(LHD 38-GE)		78(RHD 58-FE)

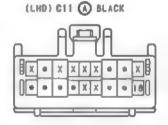
A RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARIMENT FRONT LEFT)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
102	90(LHD)	ENGINE ROOM MAIN NIRE AND CONL WIRE (LEFT KICK PANEL)
103	102(RHD)	ENGINE ROOM MAIN WIRE AND COME WIRE (INSIDE OF R/B MO.4)







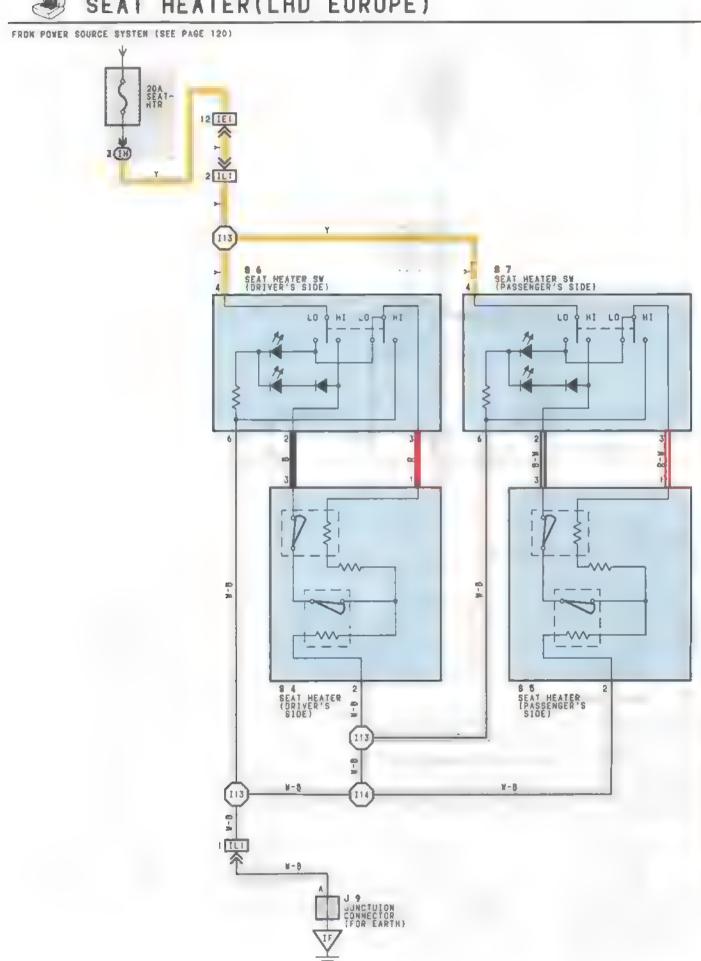




NIO BLACK



SEAT HEATER(LHD EUROPE)



- SERVICE HINTS

S 6.S 7 SEAT HEATER SW

- 4 GROUND APPROX 12 VOLTS WITH THE IGNITION SW AT ON POSITION
- 6-GROUND ALWAYS COTINLOUS
- 4-2 CONTINUITY WITH THE SEAT HEATER SW AT HIGH POSITION
- 4 3 CONTINUITY WITH THE SEAT HEATER SW AT LOW POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SFF PAGE	CODE	SEE PAGE
J 3	70	8 5	70	S 7	70
S 4	70	\$ 6	70		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CO	DE SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)	
I	H 52(LHD)	INSTRUMENT PANEL BIRE AND INPANE J/B (LEFT KICK PANEL)	

. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING VIRE HARNESS AND VIRE HARNESS (CONNECTOR LOCATION)
IEI	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IL1		FRAME WIRE AND COME WIRE (SHIFT LEVER RH SIDE)

GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION	
IF	90(LHD)	R/B NO.4 SET BOLT	

| | SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I13	92(LHD)	FRAME WIRE	I14	92 (LHD)	FRAME WIRE

J 9



(HINT: SEE PAGE 7, 23, 39)

8 4 BLUE



8 6



9 6 BLUE

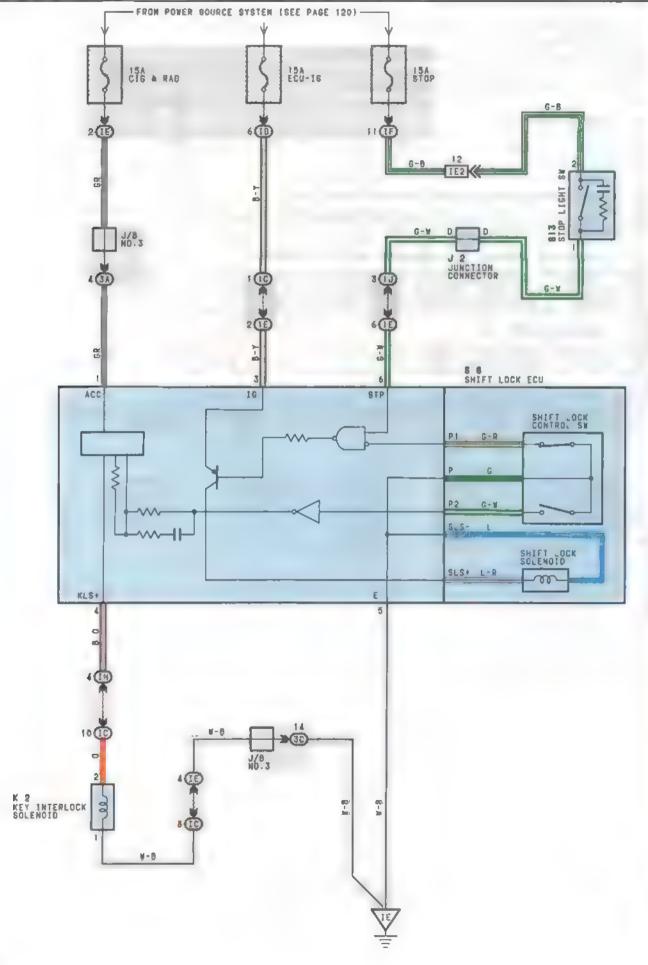


8 7





SHIFT LOCK



- SYSTEM OUTLINE ---

WHEN THE IGNITION SW IS AT ACC POSITION THE CURRENT FROM THE CIG & RAD FUSE FLOWS TO TERMINAL 1 OF THE SHIFT LOCK ECUAT ON POSITION, THE CURRENT FROM THE ECU-16 FUSE FLOWS TO TERMINAL 3 OF THE ECU.

1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON. WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS IN "P" POSITION (CONTINUITY BETWEEN P) AND P OF THE SHIFT POSITION SW) IS (APUT TO THE ECU THE ECU OPERATES AND CURRENT FLOWS FROM TERMINAL 3 OF THE ECU TERMINAL SLS+ OF THE SHIFT LOCK SOLENOID TO TURN ON "PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO OTHER POSITIONS THAN THE "P" POSITION

2.KEY INTERLOCK MECHANISM

WITH THE IGNITION SW AT ON OR ACC POSITION, WHEN THE SHIFT LEVER IS IN "P" POSITION (NO CONTINUOUS BETWEEN P2 AND P OF THE LOCK CONTROL SW). THE CURRENT FLOWING FROM TERMINAL I OF THE ECU -> THE KEY INTERLOCK SOLENDID IS CUT OFF. THIS CAUSES THE KEY INTERLOCK SOLENDID TO TURN OFF (THE LOCK LEVER DISENGAGES FROM LOCK POSITION) AND THE IGNITION KEY CAN BE TURNED FROM ACC TO LOCK POSITION.

- BERVICE HINTS -

s & SHIFT LOCK ECU

1-GROUND: APPROX. 12YOLTS WITH THE IGNITION SW AT ACC OR ON POSITION

3-GROUND: APPROX. 12YOUTS WITH THE IGNITION SW AT ON POSITION

5-GROUND: ALWAYS CONTINUOUS

6-GROUND APPROX. INVOLTS WITH THE BRAKE PEDAL DEPRESSED

C : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 2	70	8 8	70		
K 2	70	813	70		· · ·

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS [CONNECTOR LOCATION]
IC		
ID		
IE	52(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL)
IF		
IH		
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1E	O4(END)	INS, RODENI FAREL BIRE AND U/O NO. 1 (LEFT BIGA PAREL)
10	64(LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3.4	56	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
38	700	THE THE TABLE ATTAC AND AND AND AND AND THE THE THE THE THE TABLE OF ALL THE

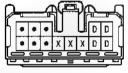
☐ I CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JUINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
	020 11102	TOTAL TITE MARKET AND WIRE HARACOS IDVANCOION ESCALION
1£2	90{LHD}	INSTRUMENT PANEL WIRE AND COWL MIRE (LEFT KICK PANEL)

GROUND POINTS

CODE		GROUND POINTS LOCATION
IE	90 (LHD)	INSTRUMENT PANEL BRACE LH





(HINT SEE PAGE 7.23.39)



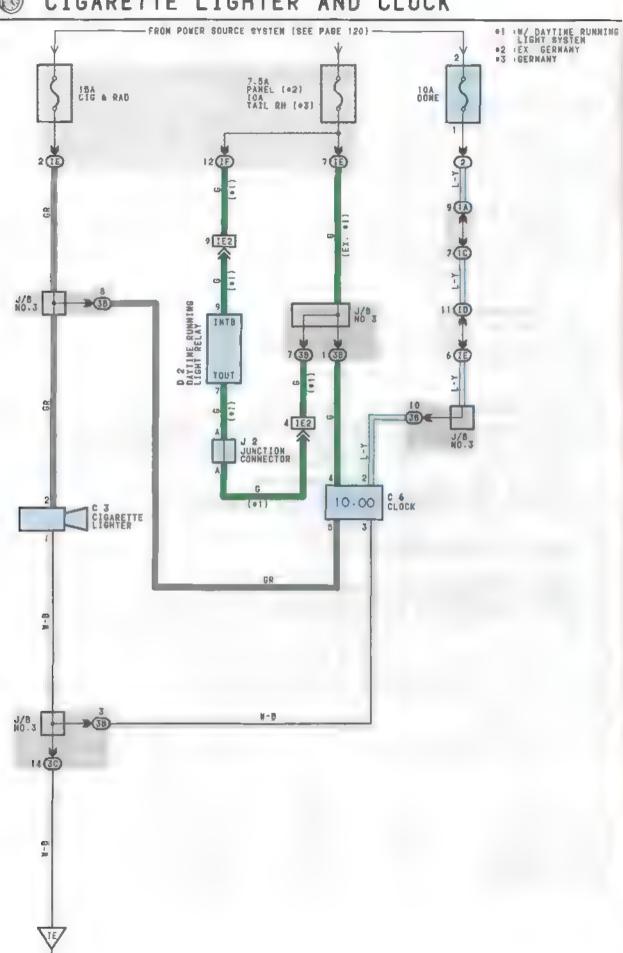








CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS -

C 3 CIGARETTE LIGHTER

2-GROUND APPROX. 12 VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION

1-GROUND ALWAYS CONTINUOUS

C 6 CLOCK

2-GROUND ALWAYS 12VOLTS (POWER FOR CLOCK)

5-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION

(POWER FOR INDICATION) 3-GROUND ALWAYS CONTINUOUS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 3	70(LHD),80(RHD)	D S	70		
C 6	70(LHD).80(RHD)	J 2	70		"

C : RELAY BLOCKS

CODE		RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/5 NO.2 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL)
	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
IE	52(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL)
15	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PAREL WIRE AND INPANE J/B (LEFT KICK PANEL)
1.5	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
1.6	64(LHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
16.	56(RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 [RIGHT KICK PANEL]
10	64(LHD)	INSTRUMENT PANEL WIRE AND J/8 NO.1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO. I {RIGHT KICK PANEL]
3B 3C	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARMESS AND WIRE HARMESS (CONNECTOR LOCATION)
0000	DEC PROE	COLUMN SIKE WARMESS AND SIKE WARMESS (COMMEDICAL COCALIGN)
1E2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)

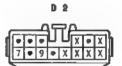
. GROUND POINTS

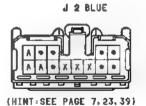
CODE	SEE PAGE	GROUND POINTS LOCATION
16	90(LHD)	INSTRUMENT PANEL BRACE LH
16	102(RHD)	INSTRUMENT PARE BRACE FH

0 3

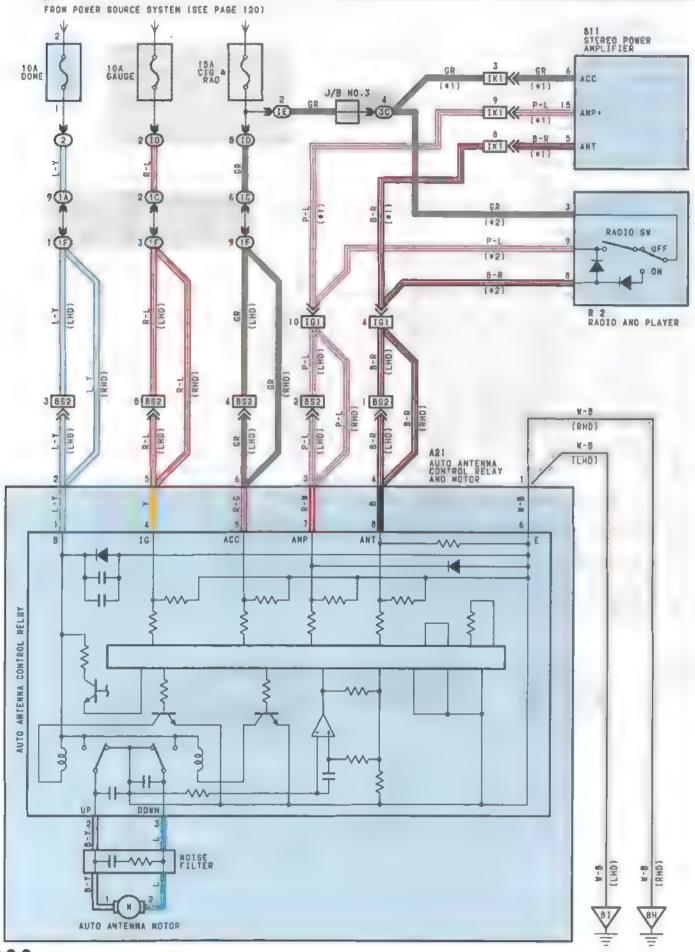












- SERVICE HINTS -

A21 AUTO ANTENNA NOTOR AND RELAY

2-GROUND: ALWAYS APPROX. 12VOLTS

5-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION 6 GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION

1-GROUND: ALEAYS CONTINUOUS

O : PARTS LOCATION

CODE	BEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A21	72(LHD), 82(RHD)	R 2	70(LHD), 80(RHD)	811	70(LHD), 80(RHD)

: RELAY BLOCKS

	CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
ſ	3	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
10	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
10	52(RH0)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
1E	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
16	52 (RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
1.6	B4{LH0}	ENGINE ROOM MAIN MIRE AND J/B NO.1 (LEFT KICK PANEL)
1.8	66 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56 (RHD)	INSTRUMENT PANEL WIRE AND JB NO.1 (RIGHT KICK PANEL)
1#	54(LHD)	FLOOR WIRE AND J/B NC.1 (LEFT KICK PANE.)
115	56(RHD)	FLOOR WIRE AND J/B NO I (RIGHT KICK PAME.)
3C	58	INSTRUMENT PANEL MIRE AND J/B NO 3 (BEHIND THE INSTRUMENT PANEL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

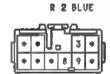
CODE	SFF PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	90(LHD)	FLOOR WIRE AND INSTRUMENT PAMEL WIRE (LEFT KICK PAMEL)
161	102(RHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IK1	92 (LHD)	INSTRUMENT PANEL WIRE AND FLOOR NO 3 WIRE (BEHIND THE RADIO AND PLAYER)
161	104(RHD)	INSTRUMENT PARE WIRE AND PEDOX NO S WIRE (BENIND THE KADIO AND PENIEK)
BS2	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

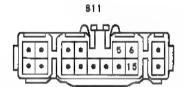
FROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	106 (RHD)	UNDER THE RIGHT CENTER PILLAR
BI	94(LHD)	BACK DOOR CENTER

A21

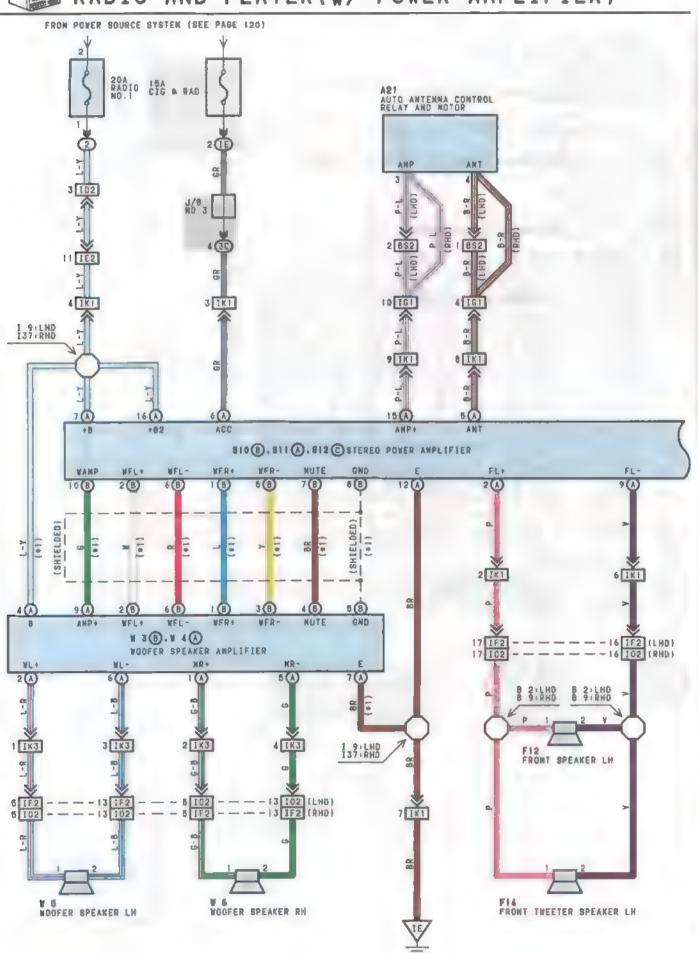


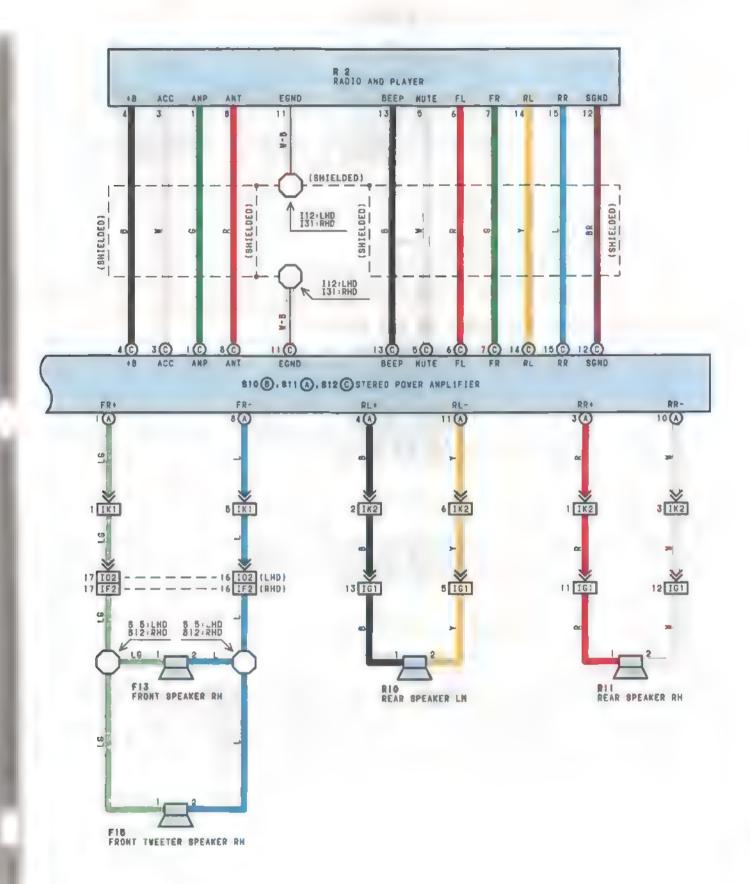






RADIO AND PLAYER(w/ POWER AMPLIFIER)







RADIO AND PLAYER(w/ POWER AMPLIFIER)

- SERVICE HINTS -

SILA STEREO POWER AMPLIFIER

- (A) 16. (A) 7-GROUND: ALWAYS APPROX. 12 VOLTS
 (A) 6 GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT DN OR ACC POSITION
 (A) 12-GROUND: ALWAYS CONTINUOUS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	ÇO	DE	SEE PAGE
A21	72(LHD), 82(RHD)	R 2	70(LHD),80(RHD)	812	C	70(LHD).80(RHD)
F12	72(LkD).82(RHD)	R10	72(LHD),82(RHD)	A 2	В	70(LHD).80(RHD)
F13	72(LHD).82(RHD)	R11	72(LHD), 82(RHD)	W 4	A	70(LHD),80(RHD)
F14	72(LHD), 82(RHD)	S10 B	70(_HD),80(RHD)	¥	5	72(LHO), 82(RHO)
F15	72(LHD), 82(RHD)	S11 A	70(_HD).80(RHD)	N.	6	72(LHD).82(RHO)

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/8 NO.2 (ENGINE COMPARTMENT FRONT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
	52(EHD)	INSTRUMENT PANEL WIRE AND IMPANE U/B (LEFT KICK PANEL)
15	52(RHO)	INSTRUMENT PANEL WIRE AND IMPANE U/B (RIGHT KICK PANEL)
3C	58	INSTRUMENT PAMEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PAMEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

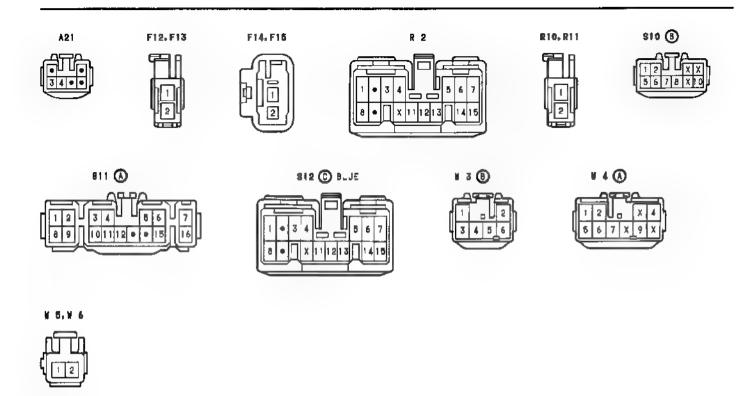
CODE	SEE PAGE	JOINING WIRE MARNESS AND WIRE HARNESS (CONNECTOR LOCATION)			
700	90(LHD)	ENGINE ROOM NAIN WIRE AND COME WIRE (LEFT WICK PANEL)			
ID2	102(RHD)	ENGINE ROOM NAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)			
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)			
154	102(RHD)	INSTRUMENT PANEL WIRE AND COME WIRE (RIGHT KICK PANEL)			
IF2	90(LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
172	102(RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
I 8 1	90(LHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
181	102(RHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
IKI	92 (LHD)				
161	104(RHD)				
IK2	92(LHD)	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADID AND PLAYER)			
182	104(RHD)	INDIRURENT PAREL WINE AND TEDUK NO. S WINE (DESIGN INE KADID AND PLAYER)			
1K3	92(LHD)				
140	104(RHD)				
102	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
102	104(RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
882	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)			

. GROUND POINTS

CODE	T-11-1	GROUND POINTS LOCATION
10	90(LHD)	THOTALIMPHAT BANKE BRICK IN
15	102(RHD)	INSTRUMENT PAREL BRACE LIF

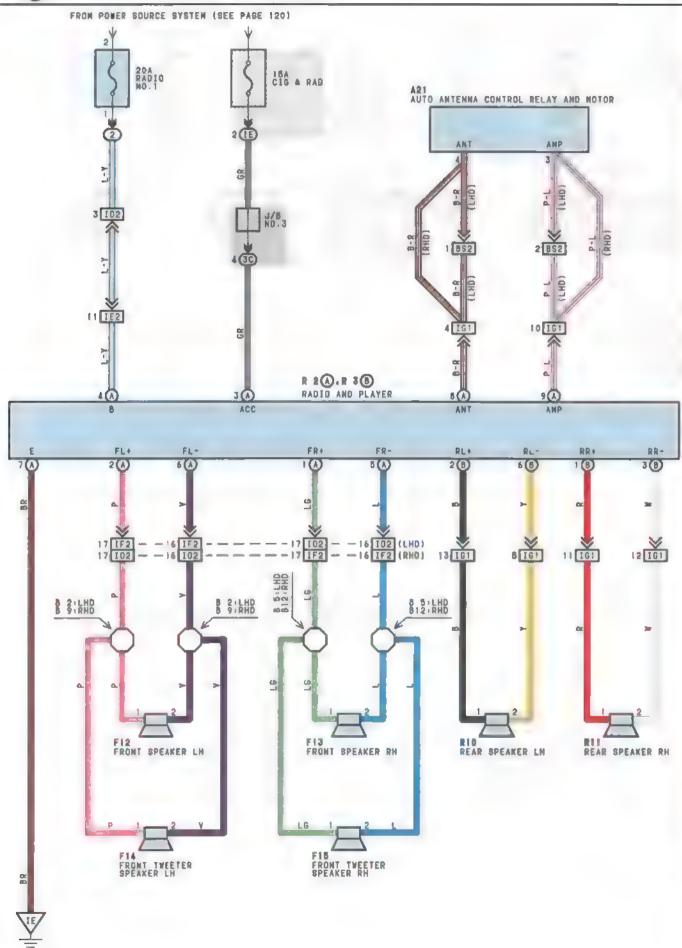
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARMESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
1 9	92(LHD)	FLOOR NO.3 WIRE	B 2	94(LHD)	FRONT DOOR LH WIRE
I12	92(LHD)	RADIO SUB NIRE	8 5	94(LHD)	FRONT DOOR RH WIRE
131	O4(RHD)	KWD10 30D #1ME	B 9	106(RHD)	FRONT DOOR LH WIRE
137	104(RHD)	FLOOR NO.3 WIRE	B12	106(RHD)	FRONT DOOR RH WIRE





RADIO AND PLAYER



(w/o POWER AMPLIFIER)

SERVICE HINTS

R & RADIO AND PLAYER

(A) 4-GROUND: ALWAYS APPROX. 12VOLTS
(A) 3-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT QN QR ACC POSITION
(A) 7-GROUND: ALWAYS CONTINUOUS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A21	72(LHD),82(RHD)	F14	72(LHD), 82(RHD)	R 3 B	70(LHD), 60(RHD)
F12	72(LHD),82(RHD)	F15	72(LHD).82(RHD)	R10	72{LH0}.62{RHD}
F13	72(LH3),82(RHD)	R 2 A	70(LHD), 80(RHD)	R11	72(LHO), 82(RHD)

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
7.5	52(LHO)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL)
15	52(RHO)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
30	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	COMING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
102	90(LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PAMEL)
102	102(RHD)	ENGINE ROOM NAIN WIRE AND COME MIRE (RIGHT KICK PANEL)
150	90(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PAMEL)
IE2	102 (RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
IF2	90 (LHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
172	102(RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
I 6 1	90 (LHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
101	102(RHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
102	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANE. WIRE (RIGHT KICK PANE.)
102	104(RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
B82	94(LHD)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LLGGAGF ROOM LEFT)

T : GROUND POINTS

_			
Į	CODE	SEE PAGE	DROUND POINTS _OCATION
ſ	16	90(LHD)	INSTRUMENT PANEL BRACE LH
-		102(RHD)	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
8 2	94(LHO)	FRONT DOOR LH WIRE	B 9	106 (RHD)	FRONT DOOR LH WIRE
B 5	94(LHD)	FRONT DOOR ON WIRE	B12	106 (PHD)	ESONT DOOR OH WIRE

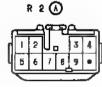
A21









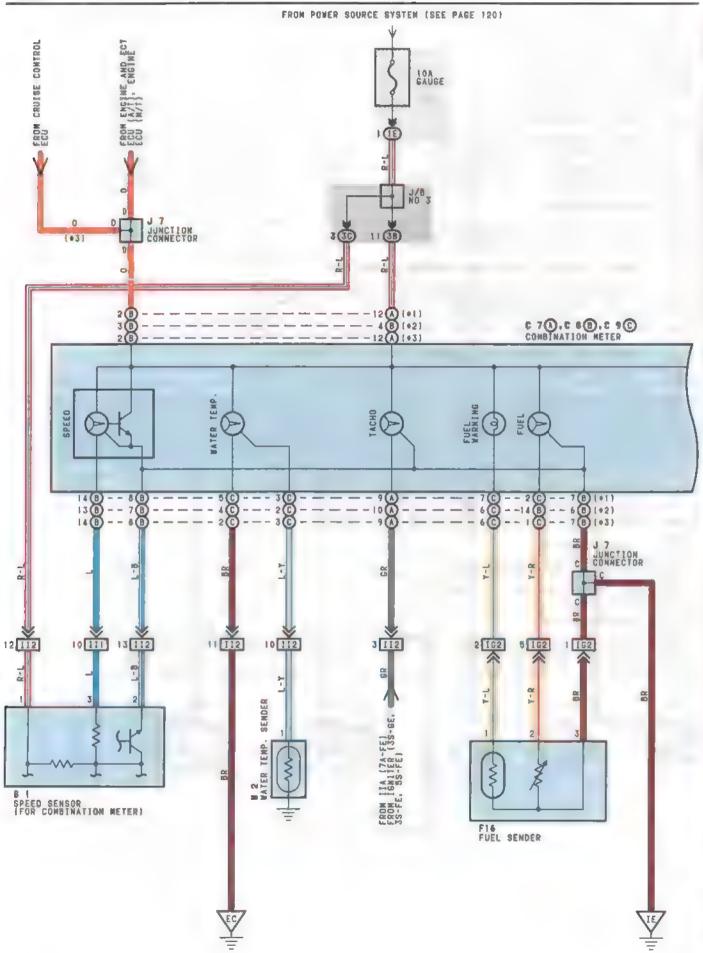


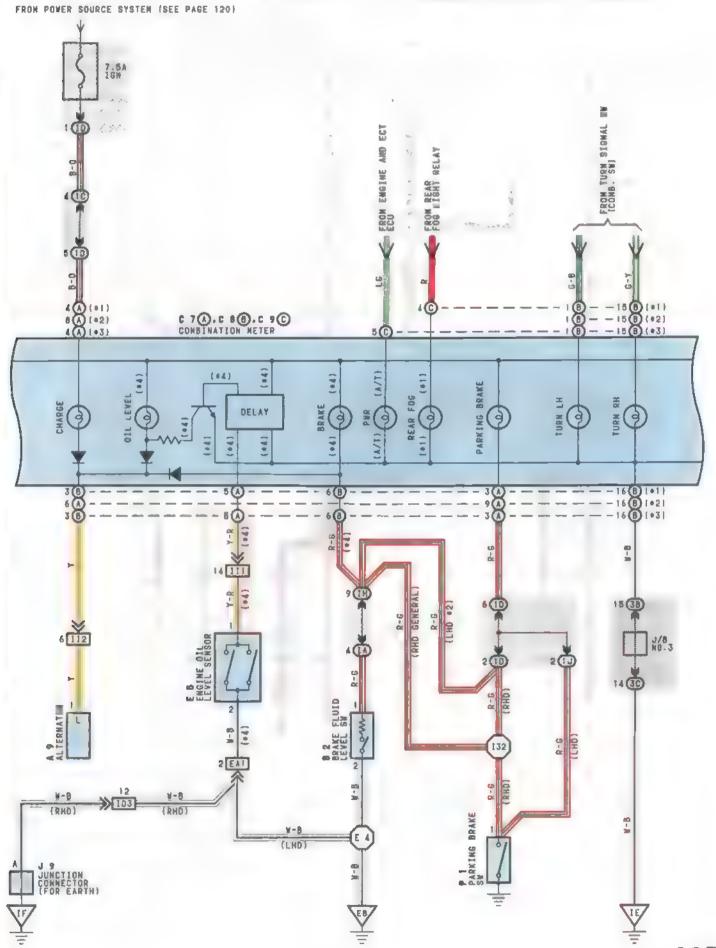






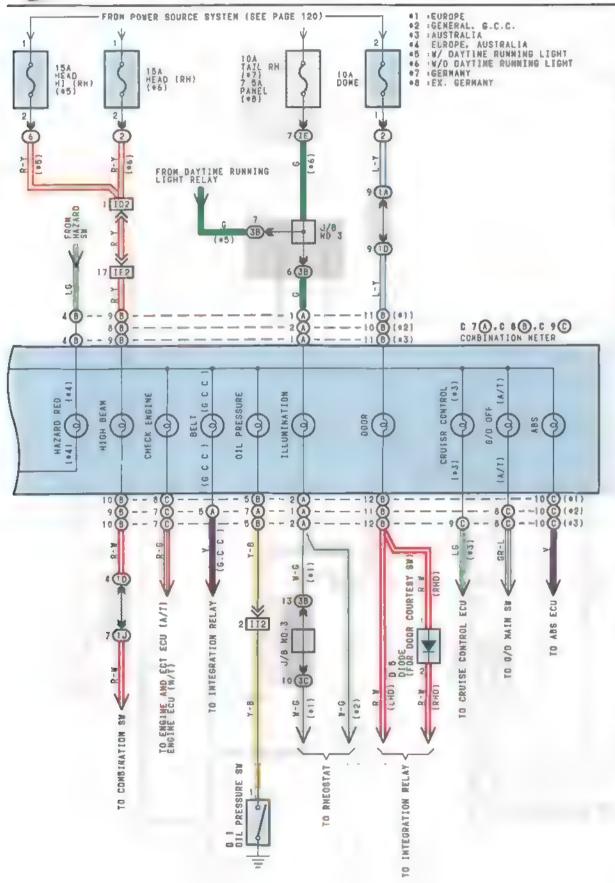
COMBINATION METER







COMBINATION METER



- SERVICE HINTS

B 2 BRAKE FLUID LEVEL SW

1-2: CLOSED WITH THE FLOAT DOWN

P 1 PARKING BRAKE SW

1-GROUNDICLOSED WITH THE PARKING BRAKE LEVER PULLED UP

0 1 OIL PRESSURE SW

1-GROUND: CLOSED WITH THE DIL PRESSURE ABOVE APPROX 20KPA (2.6PSI. 0.2KG/CM²)

W 2 WATER TEMP. SENDER

|-GROUND:APPROX | 160 2400 (56°C, 122°F) | APPROX. 17.1-20.40 (120°C, 288°F)

F16 FUEL SENDER

1-2:APPROX. 30 AT FUEL FUEL APPROX. 1100 AT FUEL EMPTY

c 7(A.c 8(6) COMBINATION METER (EUROPE AND AUSTRALIA)

- (A) 4. (A) 12-GROUND: APPROX. 12 YOLTS WITH THE IGNITION SW AT ON POSITION
- B 7. B 16 GROUND: ALWAYS CONTINUOUS
- B11 -GROUND: ALWAYS APPROX. 12YOLTS

c 7(A) c 8(B) COMBINATION METER (EX. EUROPE AND AUSTRALIA)

- (A) 8. (B) 4-SROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
- B 6. B 16-GROUND ALWAYS CONTINUOUS
- B 10 -GROUND ALVAYS APPROX. 12YOLTS

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
	64(LHD 3S-GE)	C 9 C	70(LHD), 80(RHD)		64(LHD 38-GE)
	66(LHD 38-FE)	D 5	SO(RHO)		66(LHD 3S-FE)
A 9	68(LHD 7A-FE)		64(LHO 38-GE)	١.,	68(LHD 7A-FE)
A 7	74 (RHD 38-GE;	E 3	74(RHD 35-SE)	0 1	74(RHD 38-GE)
	76(RHD 3S-FE)	F16	72(LHD).82(RHD)		76(RHD 38-FE)
]	78(RHD 5S-FE)	J 7	70(LHD).80(RHD)		78(RHD 55-FE)
	64(LHD 38-GE)	J 9	70(LHD).80(RHD)		64(LHD 39-GF)
	66(LHD 3S-FE)		64(LHD 38-GE)	¥ 2	66(LHD 3S FE)
B 2	68(_HD 7A-FE)	1	66(LHD 38-FE)		68(LHD /A-FE)
B 2	74(RHD 35-GE)		68(LHD 7A FE)		74(RHD 3S-GF)
j	76(RHD 35-FE)	0.1	74(RHD 38-GE)		76(RHD 35-FE)
	78(RHD 55-FE)		76(RHD 38-FE)		78(RHD 59-FE)
6 7 A	70(LHD), 80(RHD)	<u> </u>	78(RHO 58-FE)		
C 8 8	70(LHD).80(RHD)	P 1	70[LHD],80(RHD)		

C RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK . DCATION)
2	60	R/B NO 2 (ENGINE COMPARTMENT FRONT LEFT)
6	62 (LHD)	R/B NO.6 (ENGINE COMPARTMENT FRONT LEFT)

. JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND INPAME J/B (LEFT KICK PANEL)
10	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
ID	52(LHD)	INSTRUMENT PANEL WIRE AND INPAME J/B (LEFT KICK PANEL)
10	52(RHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
IE	52(LHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANE.)
16	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/8 (RIGHT KICK PANEL)
IH.	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/8 (LEFT KICK PANE.)
211	52{RHD}	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)
1.6	54(LHD)	ENGINE ROOM MAIN NIRE AND U/B NO.1 (LEFT KICK PANEL)
18	56 (RHD)	ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/8 NO.1 (LEFT KICK PANEL)
16	56(RHD)	INSTRUMENT PANEL WIRE AND J/B MO.1 (RIGHT WICK PANEL)
10	54(LHD)	INSTRUMENT PANEL WIRE AND J/B MD.1 (LEFT KICK PANE.)
	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO 1 (RIGHT KICK PANEL)
1J	54(LHD)	COW_ WIRE AND J/B NO.1 (LEFT KICK PANEL)
10	56(RHD)	COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL)
38	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (SEHIND THE INSTRUMENT PANEL CENTER)
3C		TROIRUMENT FARE AND COD NO. S (DEGINE INE INSTRUMENT FARE LEMIEN)



COMBINATION METER

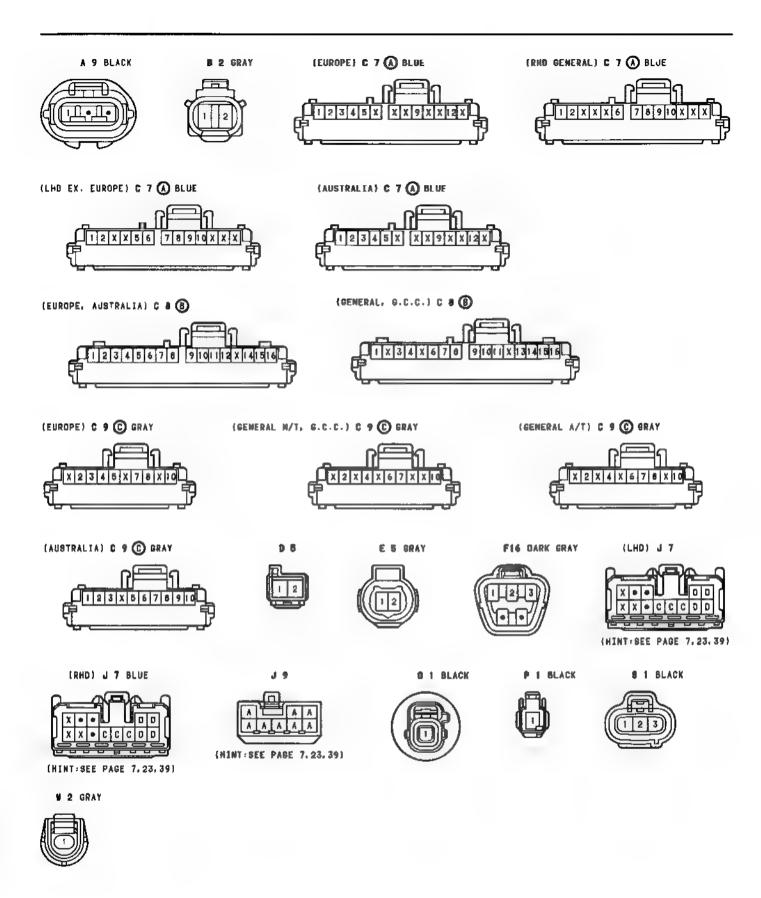
- 1	CONNECTOR	JOINING	WIRE	HARNESS	AND	WIRE	HARNESS	

COOE	SEE PAGE	COINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
	84(LHD 3S-GE)	
EA1	88(LHD 7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
	96 (RHD 35 GE)	
102	90(LHD)	ENGINE ROOM MAIN WIRE AND CONL WIRE (LEFT KICK PANEL)
102	102(RHD)	ENGINE ROOM MAIN WIRE AND COML WIRE (RIGHT KICK PANEL)
601	102(RHD)	ENGINE ROOM MAIN WIRE AND CONL WIRE (INSIDE OF R/B NO.4)
1E2	90(LHD)	INSTRUMENT PANEL MIRE AND COM, WIRE (LEFT KICK PANEL)
IEE	102 (RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
162	90(LHD)	INSTRUMENT PAREL MIRE AND FLOOR WIRE (LEFT KICK PANEL)
102	102(RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)
III	92 (LHD,	
*11	to4(RHD)	ENGINE MIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)
112	92(LHD)	ENGINE MAKE VAR THAT CAUCH AND CAUCH INC CAGINE EGAL
112	104 (RHD)	

BROUND POINTS

CODE	SEE PAGE	SROUND POINTS LOCATION
	84(LHO 3S GE)	
	86(LHD_38-FE)	
E8	88(LHD 7A-FE)	FRONT BIDE OF LEFT FENDER
	96 (RHD 38-GE)	
	98(RHD 35 FE)	
	100(RHD 5S-FE)	
	84(LHD 38-GE)	
	86(LHD 3S FE)	
EC	88(LHD 7A-FE)	INTAKE WANIFOLD
-	96(RHD 38-GE)	ATTIME WARL SEE
	98(RHD 38-FE)	
	100(RHD 58-FE)	
п	90 (LHD)	INSTRUMENT PANEL BRACE LH
	102(RHD)	AND RUMEN FAMILE DRAVE LIN
1F	102 (RHD)	R/B MO.4 SET BOLT

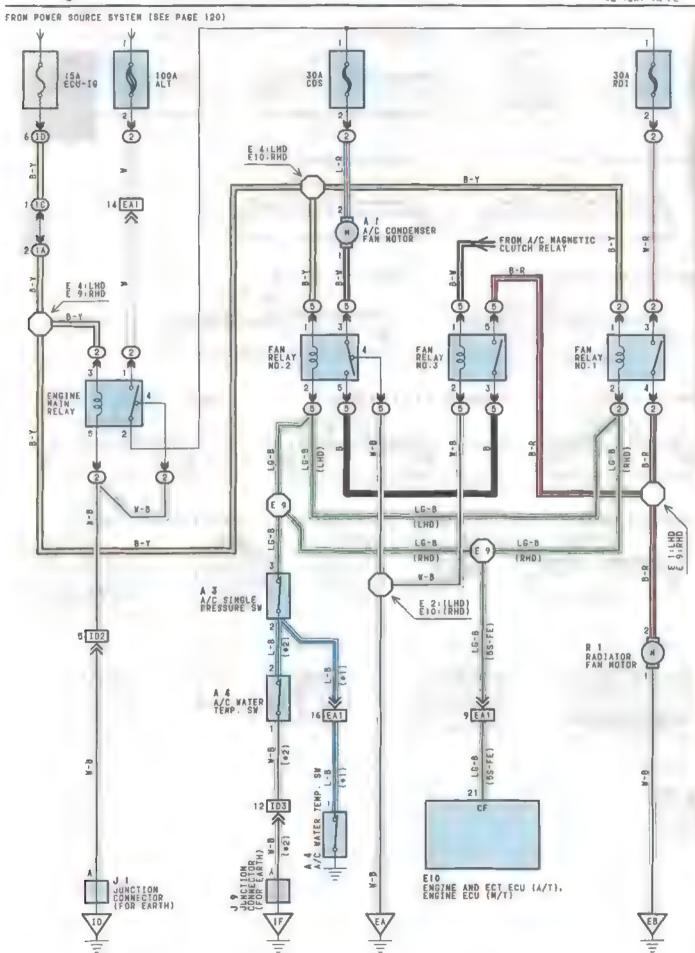
000	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 38-GE)	ENGINE ROOM MAIN WIRE	132	104(RHD)	INSTRUMENT PANEL WIRE
E '	88(LHD 7A FE)	ENGINE ROOM MAIN TIRE			





RADIATOR FAN AND CONDENSER FAN

41 :7A-FE 42 :EX: 7A-FE



SYSTEM OUTLINE

1. FAN HOTOR OPERATION

WHEN THE IGNETION SW IS TURNED ON. CURRENT FROM THE ECU-IB FUSE FLOWS TO THE FAN RELAY NO.1 (COIL SIDE) AND THE FAN RELAY NO.2 (COIL SIDE) TERMINAL 3 OF THE A/C SINGLE PRESSURE SW TERMINAL 2 (EX. 7A-FE). 1 (7A-FE) OF THE A/C WATER TEMP. SW TERMINAL 1 (EX. 7A-FE) SROUND, AND THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED ON.

AT THE SAME TIME THAT THIS CURRENT FLOWS, CURRENT FROM THE EDU-IG FUSE FLOWS TO THE ENGINE MAIN RELAY (COIL SIDE) ->
GROUND, AND THE ENGINE MAIN RELAY IS TURNED DN. AS A RESULT, CURRENT FROM THE ALT FUSE FLOWS TO THE CDS FUSE AND ROI
FUSE.

.OW SPEED OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE A/C IS ACTIVATED, CURRENT FLOWS FROM THE A/C MAGNETIC CLUTCH RELAY (POINT SIDE) > THE FAN RELAY NO.3 (COIL SIDE) -> GROUND, AND THE FAN RELAY NO.3 IS TURNED ON AS A RESULT, CURRENT FROM THE CDS FUSE FLOWS TO TERMINAL 2 OF THE A/C CONDENSER FAN MOTOR > TERMINAL 1 -> THE FAN RELAY NO.2 (POINT SIDE) -> THE FAN RELAY NO.3 (POINT SIDE) > TERMINAL 2 OF THE RADIATOR FAN MOTOR -> TERMINAL 1 -> GROUND. AND BOTH OF THE FAN NOTORS, WITH THE RESULT THAT THE FANS ARE ACTIVATED AT LOW SPEED.

IF THE ENGINE COOLANT TEMPERATURE IS APPROX. 90°C (194°F) OR LESS. AND THE REFRIGERANT PRESSURE IS APPROX. 15.5KG/CM⁸ (1323kpa, 191.7PSI) OR LESS. BOTH THE WATER TEMP. SH AND THE A/C HIGH PRESSURE SW ARE CLOSED, SO THAT THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED ON. AS A RESULT. BOTH OF THE FAN HOTOR OPERATE AT LOW SPEED

*HIGH SPEED OPERATION

WHEN, DURING A/C OPERATION, THE REFRIGRERANT PRESSURE BECOMES HIGHER THAN ORDINARY LEVEL (APPROX. 15.8kg/cm² (#323PSI. 191.7kpa)). THE A/C SINGLE PRESSURE SW IS TURNED OFF, AS A RESULT, THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED OFF, AND THE CURRENT FLOWS FROM THE RDI FUSE TO FAN RELAY NO.1 (POINT SIDE) -> TERMINAL 2 OF THE RADIATOR FAN MOTOR -> TERMINAL 1 -> GROUND, AND CURRENT FROM THE CDS FUSE FLOWS TO TERMINAL 2 OF THE A/C CONDENSER FAN MOTOR -> TERMINAL 1 -> THE FAN RELAY NO.2 (POINT SIDE) -> GROUND, AND TO SOTH OF THE FAN MOTORS IN PARALLEL, THUS CAUSING THE FAN MOTORS TO OPERATE AT HIGH SPEED.

NOTE THAT, BECAUSE THE CURRENT FLOWS IN THE SAME MANNER EVEN IF THE COOLANY TEMPERATURE IS APPROX. 90°C (194°F) OR HIGHER, THE FAN MOTORS STILL OPERATE AT HIGH SPEED.

- SERVICE HINTS

A 3 A/C SINGLE PRESSURE SW

2 3:0PEN ABOVE APPROX 15.6KG/CM* (191.7PSI, 1323KPA) CLOSE BELOW APPROX, 12.5KG/CM* (142PSI, 986KPA)

A 4 A/C WATER TEMP. SW (EX. 7A-FE)

I-2:OPEN ABOVE APPROX. 90°C (194°F) CLOSED BELOW APPROX. 83°C (181.4°F)

A 4 A/C WATER TEMP. SW (7A-FE)

T-GROUND: OPEN ABOVE APPROX. 90°C (194°F) CLOSED BELOW APPROX. 83°C (151.4°F)

C : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
	64(LHD 38-GE)		74(RHD 35 GE)	E10	70(LHD), 80(RHD)
	66 (LHD 3S FF)	A 3	76(RHD 3S-FE)	JI	70 (LHD). 80 (RHD)
A 1	68(LHD 7A-FE)		78(RHD 5S-FE)	7 8	70{LHD}, 60{RHD}
_ ^ '	74(RHD 38-GE)		64(LHD 35-GE)		64(LHD 35 GE)
	76(RHD 35 FF)		66(LHD 3S-FE)		66(LHD 3S-FE)
	/8(RHD 55-FE)		68(LHD 7A-FE)	р 1	68(LHD 7A-FE)
		74[RHD 38 GE)			
¥ 2	66(LHD 3S FE)		76(RHD 3S-FE)		76(RHD 35-FE)
	68(LHD 74-FE)		78(RHD 5S-FE)		78(RHD 5S-FE)

RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	60	R/B NO-2 (ENGINE COMPARTMENT FRONT LEFT)
5	59	R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT)



RADIATOR FAN AND CONDENSER FAN

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Γ	CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
Г	10	52(LHD)	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
	1D	52 (RHD,	INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL)
Г	10	54 (LHD)	INSTRUMENT PANEL WIRE AND J/8 NO.1 (LEFT KICK PANEL)
-	10	56 (RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (COMMECTOR LOCATION)
	84(LHD 35 GE)	
	86(LHD 3S-FE) 88(LHD 7A-FE)	
EA1	96 (RHD 35 GE)	ENGINE WIRE AND ENGINE ROOM WAIN WIRE (INSIDE OF R/B NO.2)
	98(RHD 3S-FE)	
	100(RHD 5S-FE)	
102	90 (LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
102	102(RHD,	ENGINE ROOM MAIN WIRE AND CON, WIRE (RIGHT KICK PANE.)
103	90(LHD)	ENGINE ROOM WAIN WIRE AND COM, WIRE (INSIDE OF R/B NO 4)
103	102(RHD)	FUGINE AND WALL STAF MIND COMP SING (MIND OL WAS AS

s around points

CODE	SEE PAGE	GROUND POINTS LOCATION
	84(_HO 3S-GE)	
	86(_HD 39-FE)	
	88(LHD 7A-FE)	SPANS SIDE OF SIGNED
EA	96(RHD 3S-GE)	FRONT SIDE OF RIGHT FENDER
	98(RHD 38-FE)	
	100(RHD 58-FE)	
	84 (_HD 35 GE)	
	86(LHD 35-FE)	
	88(LHD 7A-FE)	TROUT OVER ST. ST. ST. ST. ST. ST. ST. ST. ST. ST.
EB	96 (RHD 35-GE)	FRONT SIDE OF LEFT FEMDER
	98 (RHD 35-FE)	
	100(RHD 55-FE)	
	90 (LHD)	LEFT KICK PANE.
ID	102(RHD)	RIGHT KICK PAME.
	90 (LHD)	
IF	102(RHD)	R/8 NO.4 SET BOLT

: SPLICE POINTS

CODE	SEE PAGE WIRE HARNESS WITH SPLICE POINTS	CODE SEE PAI	GE WIRE HARNESS WITH SPLICE POINTS
	64(LHD 3S-GE)	€ 4 86(LHD 7/	A-FE)
E 1	66(LHD 38-FE)	96 (RHD 38	3-GE)
	88(LHD 7A-FE)	€ 9 98(RHD 38	B-FE)
	84(LHD 3S-GE) ENGINE ROOM MAIN WIRE	100 (RHD 58	S-FE) ENGINE ROOM WAIN WIRE
E 2	86(LHD 38-FE)	96 (RHD 38	S-GE)
	88(LHD 7A-FE)	E10 96(RHD 35	S-FE)
E 4	84(_HD 3S GE)	100 (RHD 55	S-FÉ)
F *	86(LHD 3S-FE)		

A 1 BLACK

A 3 GRAY

(FX 7A FE) A 4 GRAY

(7A-FE) A 4 DARK GRAY

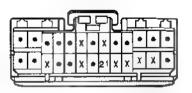
(A/T) E10 DARK GRAY



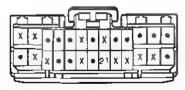








(M/T) E10 DARK GRAY

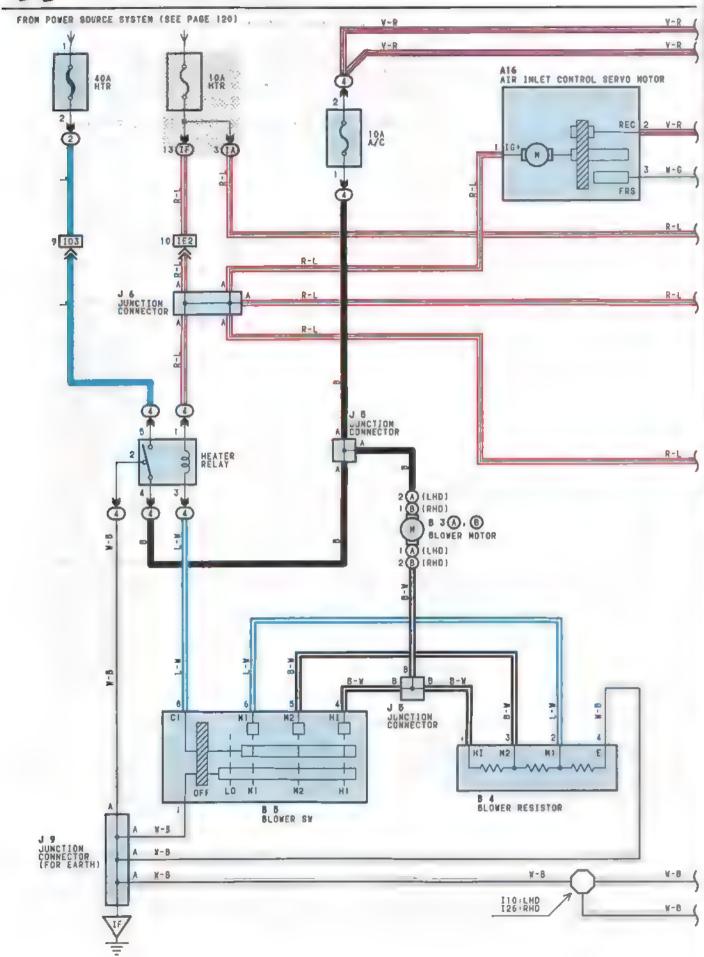


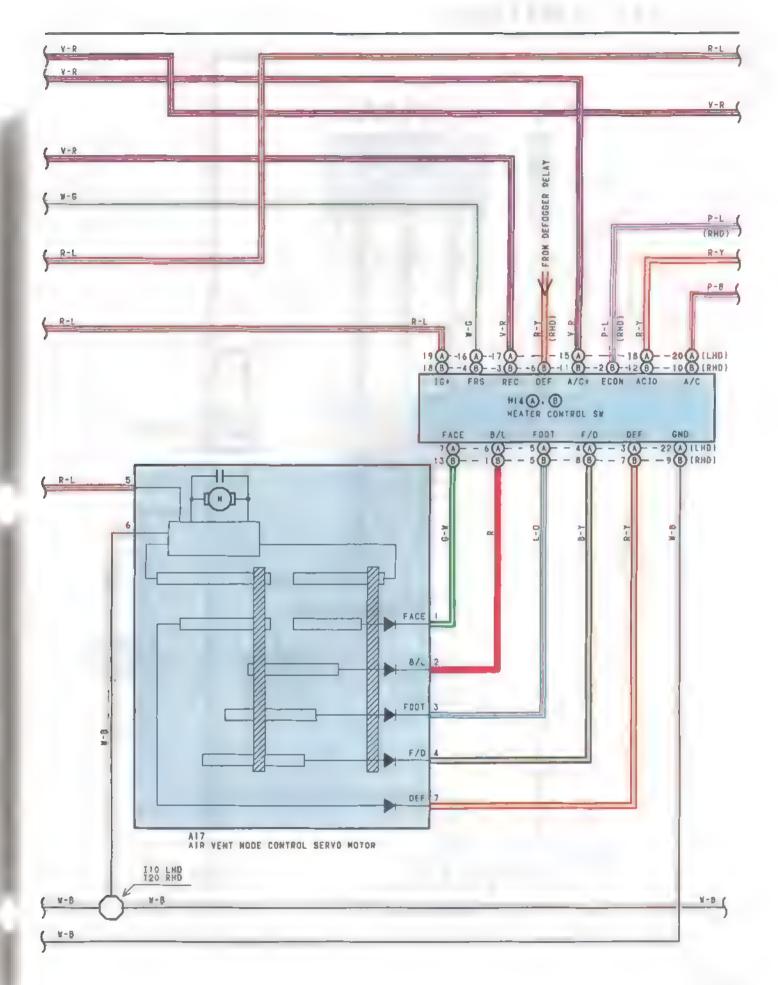
(HINT SEE PAGE 7.23,39)

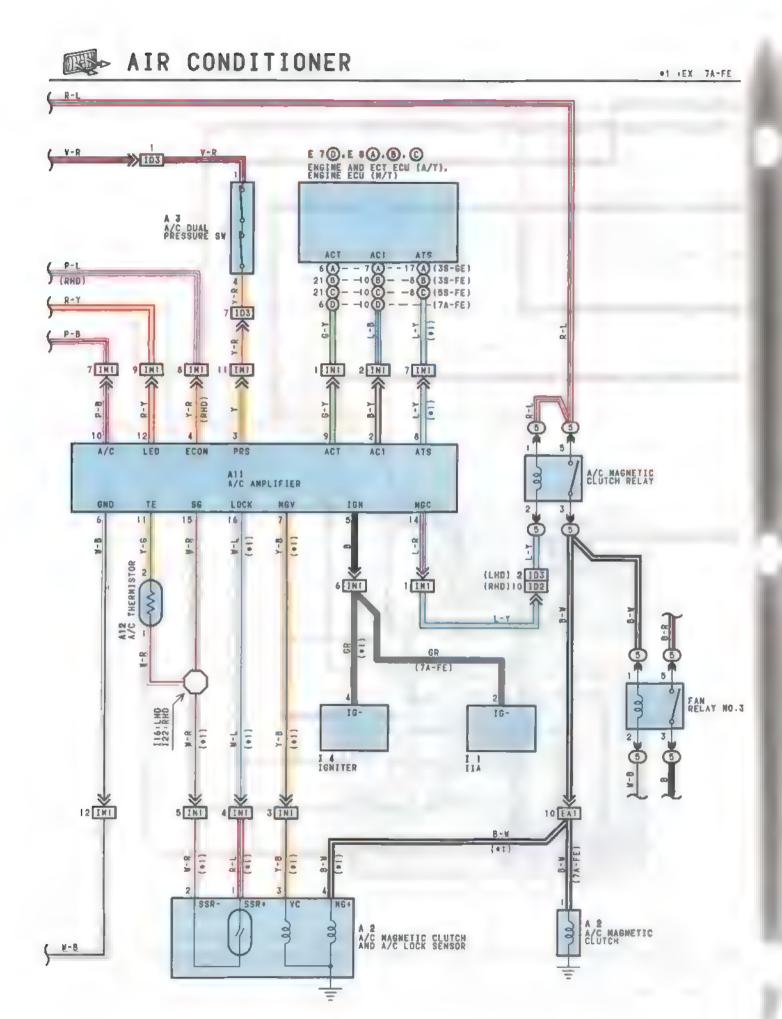




AIR CONDITIONER







- SYSTEM OUTLINE

1. HEATER BLOWER NOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH THE MTR FLSE (40A) TO TERMINAL 5 OF THE HEATER RELAY.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH THE HTR FUSE (IOA) TO TERMINAL 1 OF THE HEATER RELAY \longrightarrow THE COIL \longrightarrow TERMINAL 3 \longrightarrow TERMINAL 8 OF THE SLOWER SW

. LOW SPEED OPERATION

WHEN THE BLOWER SW IS NOVED TO LOW POSITION. THE CURRENT FLOWS TO TERMINAL 8 OF THE BLOWER SW \longrightarrow TERMINAL 1 \longrightarrow BROUND. CAJSING THE HEATER RELAY TO SWITCH ON. THIS CAJSES THE CURRENT TO FLOW FROM THE MTR FUSE (40A) \longrightarrow TERMINAL 6 OF THE HEATER RELAY \longrightarrow TERMINAL 4 \longrightarrow TERMINAL 2 OF THE BLOWER NOTOR \longrightarrow TERMINAL 1 \longrightarrow TERMINAL 1 OF THE BLOWER RESISTOR \longrightarrow TERMINAL 4 \longrightarrow BROUND. CAJSING THE BLOWER MOTOR TO ROTATE AT LOW SPEED.

. HEDIUM SPEED OPERATION (OPERATION AT NI, N2)

WHEN THE BLOWER SW IS MOVED TO MI POSITION, THE CJRRENT FLOWING TO TERMINAL 8 OF THE BLOWER SW -> TERMINAL 1 -> GROUND, TURNS THE HEATER RELAY ON. THIS CAJSES THE CJRRENT TO FLOW FROM THE HTR FUSE (40A) -> TERMINAL 5 OF THE HEATER RELAY -> TERMINAL 4 -> TERMINAL 2 (LHD). 1 (RHD) OF THE BLOWER MOTOR -> TERMINAL 1 (LHD). 2 (RHD) -> TERMINAL 1 OF THE BLOWER RESISTOR -> TERMINAL 2 -> TERMINAL 6 OF THE BLOWER SW -> TERMINAL 1 -> GROUND. THIS TIME, THE BLOWER RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT LOW SPEED, SO THE BLOWER MOTOR ROTATES AT MEDIUM LOW SPEED.

WHEN THE BLOWER SW IS MOVED TO M2 POSITION, CURRENT FLOWING THROUGH THE MOTOR FLOWS FROM TERMINAL 1 OF THE BLOWER RESISTOR -> TERMINAL 3 -> TERMINAL 5 OF THE BLOWER SW -> TERMINAL 1 -> GROUND. THIS TIME, RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT M1 POSITION, SO THE BLOWER MOTOR ROTATES AT MEDIUM HIGH SPEED

. HIGH SPEED OPERATION

WHEN THE GLOWER SW IS MOVED TO HIGH POSITION, THE CURRENT FLOWS TO TERMINAL 8 OF THE BLOWER SW -> TERMINAL 1 -> GROUND AND TURNS THE HEATER RELAY ON.

THIS CAUSES THE CURRENT TO FLOW FROM THE HTR FUSE (40A) TO TERMINAL 5 OF THE HEATER RELAY \longrightarrow TERMINAL 4 \longrightarrow TERMINAL 2 (LHD). 1 (RHD) OF THE BLOWER MOTOR \longrightarrow TERMINAL 1 (LHD), 2 (RHD) \longrightarrow TERMINAL 4 OF THE BLOWER SW \longrightarrow TERMINAL 1 \longrightarrow GROUND. CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED

2. OPERATION OF AIR INLET CONTROL SERVO MOTOR

. SWITCHING FROM FRESH TO RECIRC

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS FROM THE HTR FUSE (10A) TO TERMINAL 1 OF THE AIR INLET CONTROL SERVO MOTOR. WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE RECIRC SIDE, THE CURRENT FLOWS FROM TERMINAL 1 OF THE AIR INLET CONTROL SERVO MOTOR —> TERMINAL 2 —> TERMINAL 17 (14D), 3 (RHD) OF THE HEATER CONTROL SW -> TERMINAL 22 (LHD). 9 (RHD) -> GROUND. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE

WHEN IT IS IN THE RECIRC POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION

. SWITCHING FROM RECIRC TO FRESH

WITH THE IGNITION SW ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM TERMINAL 1 OF THE AIR INJET CONTROL SERVO NOTOR -> TERMINAL 3 -> TERMINAL 16 [LHD], 4 (RHD) OF THE HEATER CONTROL SW -> TERMINAL 22 (LHD), 9 (RHD) -> GROUND. THE NOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE FRESH POSITION, THE CURRENT IS CUT INSIDE THE SERVO NOTOR AND THE DAMPER STOPS AT THAT POSITION.

3. OPERATION OF AIR VENT WODE CONTROL SERVO MOTOR

WITH THE IGNITION SW TURNED ON. THE CURRENT FLOWS FROM GAJGE FUSE TO TERMINAL 5 OF THE AIR VENT MODE CONTROL SERVO NOTOR -> TERMINAL 6 -> SROUND. AND THE DAMPER MOVES TO THE POSITION OF THE MODE SELECTION SW OF THE HEATER CONTROL SWITCH IS DN. WHEN THE MODE SELECTION SW OF THE HEATER CONTROL SW IS MOVED TO DEF POSITION FROM THE DAMPER IN THE FACE POSITION, THE CURRENT FLOWS FROM TERMINAL 7 OF THE AIR VENT MODE CONTROL SERVO MOTOR TO TERMINAL 3 OF THE HEATER CONTROL SW -> TERMINAL 22 (LHO), 9 (RHD) -> GROUND. AS A RESULT, THE SERVO MOTOR OPERATES UNTIL THE DAMPER REACHES DEF POSITION. WHEN THIS OCCURS THE CURRENT TO THE HEATER CONTROL SW IS SHUT OFF AND ROTATION OF THE MOTOR STOPS. SWITCHING TO OTHER MODES IS CONTROLLED BY THE SERVO MOTOR ACCORDING THE FLOWING CURRENT:

- 1. FOOT/DEF POSITION : THE CURRENT FLOWS FROM TERMINAL 4 OF THE SERVO MOTOR TO TERMINAL 4 (LHO). 8 (RHD) OF THE HEATER CONTROL SW.
- 2. FOOT POSITION : THE CURRENT FLOWS FROM TERMINAL 3 OF THE SERVO MOTOR TO TERMINAL 5 (LHD), 5 (RMD) OF THE HEATER CONTROL SW.
- 3. BI-LEVEL POSITION: THE CURRENT FLOWS FROM TERMINAL 2 OF THE SERVO MOTOR TO TERMINAL 6 (LHD), I (RHD) OF THE HEATER CONTROL SW.

AIR CONDITIONER

- SERVICE HINTS -

A 3 A/C DUAL PRESSURE SW

1-4: DPEN WETH THE PRESSURE LESS THAN 2.0KG/CMF (30PSI, 206KPA) OR ABOVE 32KG/CMF (384PSI, 2648KPA)

All A/C AMPLIFIER

- CONTINUOUS WITH THE A/C SW (HEATER CONTROL SW) ON AND THE IGNITION SW AT ON POSITION

15-GROUND (ALWAYS CONTINUOUS

6-GROUND: ALWAYS CONTINUOUS

3-GROUND APPROX. 12YOUTS WITH THE ISNITION SW ON

AIR A/C THERMISTOR

1-2:APPROX 2341±2340 AT 16°C (59°F)

B 4 BLOWER RESISTOR

1-3:APPROX 0.470

1-2:APPROX: 1.420

1 4:APPROX 2.280

6 5 BLOWER SW

8-1:CONTINUOUS WITH THE BLOWER SW AT LO.MI. NO OR HI POSITION

6 1: CONTINUOUS WITH THE BLOWER SW AT MI POSITION

5-1: CONTINUOUS WITH THE BLOWER SW AT M2 POSITION

4-1-CONTINUOUS WITH THE BLOWER SW AT HI POSITION

O : PARTS LOCATION

CODE	SEE PAGE	COD	E	SEE PAGE CODE		ĴΕ	SEE PAGE
	64(LHD 38-GE)	A1	1	70(LHD), 80(RHD)	1 44.7	A	70
	66(LHD 38-FE)	A11	2	70(LHD),80(RHD)	(D),80(RHD) H14		80
	66(LHC 7A-FE)	ATO	6 .	70(LHD),80(RHD)	I	1	68
A 2	74(RHD 3S-GE)	AL.	7	70(LHD),80(RHD)			64(LHD 35-GE)
	76(RHD 38-FE)	B 3	A	70			66(LHD 39-FE)
	78(RHD 55-FE)		В	80	I	4	74(RHD 39-GE)
	64(.HD 35 GE)	5 -	4	70(LHD), 80,RHD)			76(RHD 3S FF)
	66(_HD 3S-FE)	В	Б	70(LHD),80,RHD)			78(RHD 58-FE,
	68(LHD 7A-FE)	E 7	D	70	J	5	70(LHD), 80(RHD)
¥ 3	74 (RHD 3S GE)		A	70(LHD), 80(RHD)	J	6	70(LHD),80(RHD,
	76 RHD 3S-FE)	E & [В	70(LHD .80(RHD	ى	9	70(LHD).80(RHD)
	78(RHD 5S-FE)		С	80			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS . RELAY BLOCK LOCATION)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
	61 (LHD)	R/B NO.4 (RIGHT KICK PANEL)
*	61 (RHD)	R/B NO.4 (LEFT KICK PANEL)
5	59	R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1.4	52(LH0)	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IA	52(RHD)	ENGINE ROOM HAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)
IF	52(LHD)	INSTRUMENT PANE. WIRE AND INPANE J/B (LEFT KICK PANEL)
	52(RHD)	INSTRUMENT PARE, WIRE AND INPANE J/B (RIGHT KICK PANEL)

CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS , CONNECTOR LOCATION;				
	84(LHD 38 GE)					
	86 (LHD 35 FE)					
EAT	88(LHD 74-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)				
C.N.I	96(RHD 38-GE)	SOURCE BOARD NAME NAME DATE STRUCTOR OF UND MOVEL				
	98(RHD 38-FE)					
	100(RHD 5S-FE)					
102	102(RHD)	ENGINE ROOM MAIN WIRE AND COME WIRE (RIGH" KICK PANEL)				
103	90(LHD)	ENGINE ROOM WAIN WIRE AND COME WIRE (INSIDE OF R/B NO.4)				
100	102(RHD)	ERBINE ROOM WAIN THE SAND COSE WING (INCIDE UP W/O NO.4)				
152	90(LHD)	INSTRUMENT PANEL WIRE AND COME WIRE (LEFT KICK PANEL)				
152	102(RHD)	INSTRUMENT PANEL WIRE AND COME WIRE (RIGHT KICK PANEL)				
101	92(LHD)	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C JNIT)				
181	104 (RHD)	DOWL BIRE AND A/C OOD MARE (OFFEN INC A/C ONLY)				
* 14.5	92(LHD)	ENGINE WIRE AND A/C SUB WIRE (WEAR THE BLOWER MOTOR)				
1111	104(RHD)	ENGINE WIRE AND A/C SUB MIRE (UNDER THE BLOWER UNIT)				



CODE	SEE PAGE	GROUND POINTS LOCATION
IF	90(LHD) 192(RHD)	R/6 NO.4 SET BOLT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
110	92 'LHD)	COWL WIRE	122	104(RHD)	A/C SUB WIRE
I 16	92 (LHD)	A/C SJB WIRE	126	104(RHD)	COWL WIRE
120	104 (RHD)	COWL WIRE			



(7A FE) A 2 GRAY

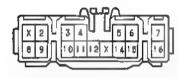
A 3 GRAY

ATT BLACK











A16 BLUE

A17 BLACK (LHD) B 3 (A) BLACK (RHD) B 3 (B) BLACK

B 4 BEACK

B 5

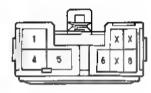










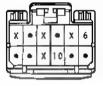


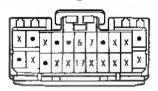
E 7 D DARK GRAY

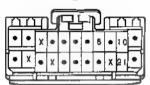
(3S-GE) E 0 (A) DARK GRAY

(38-FE A/T) E & B DARK GRAY

(35-FE N/T) E & B DARK GRAY









(BS-FE A/T) E 8 (DARK GRAY



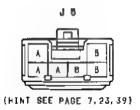


(RHD) H14 (B) DRANGE





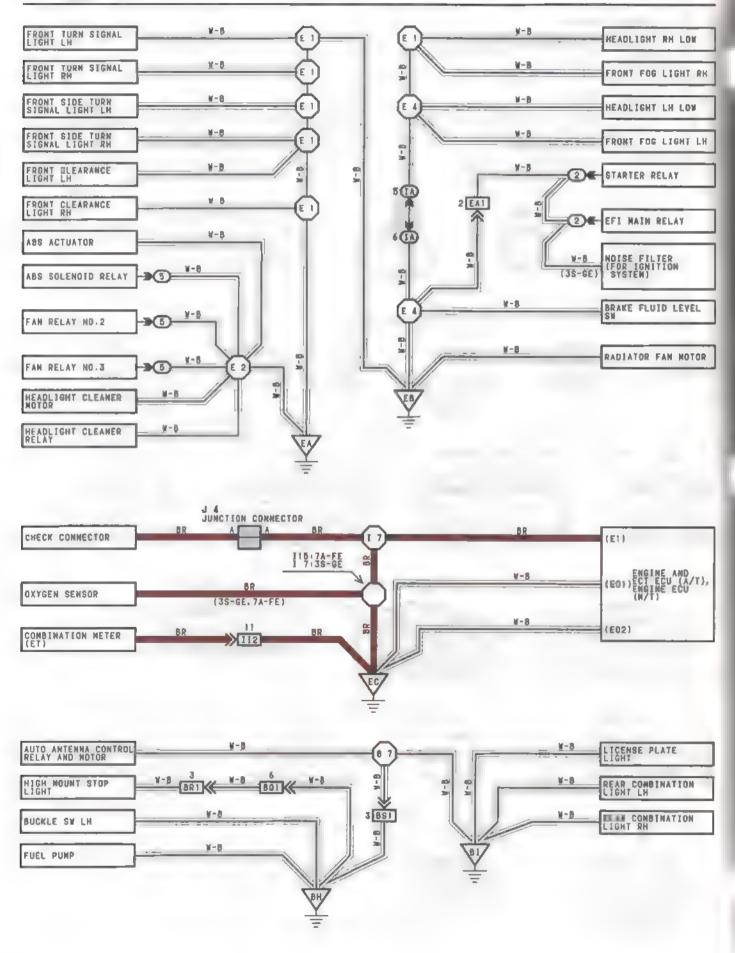


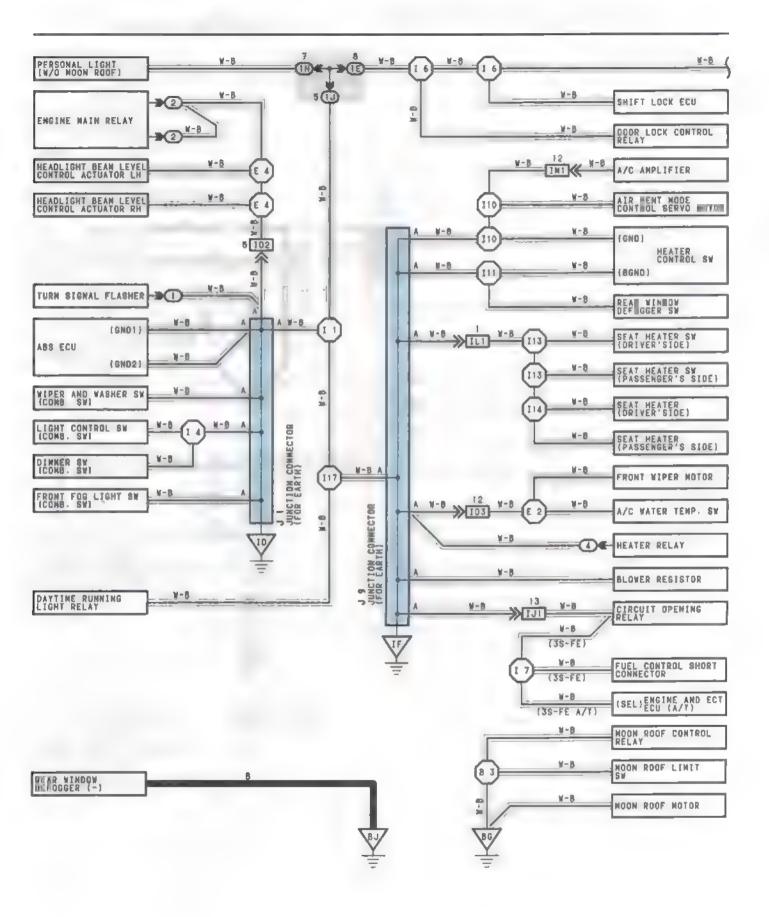


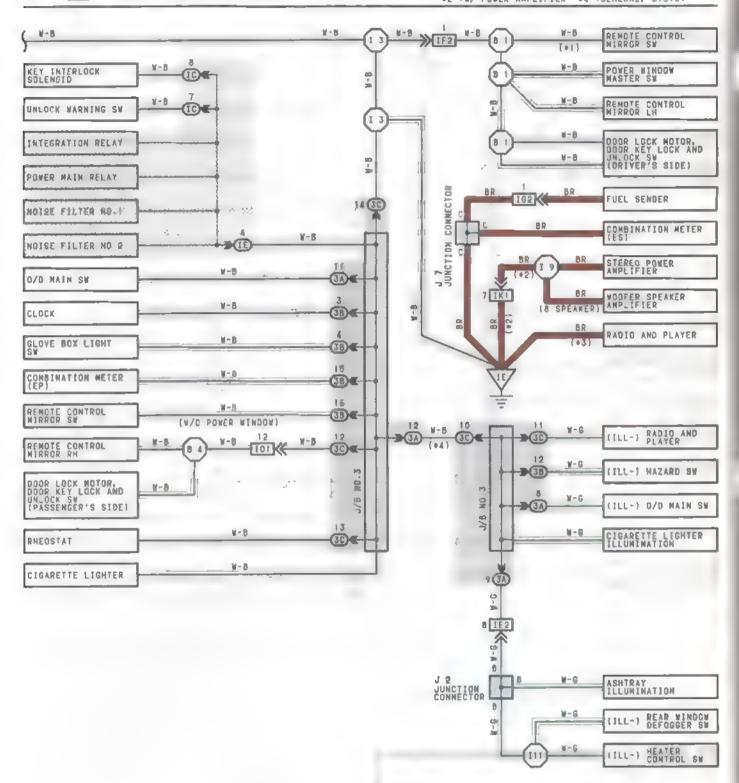


(HINT: SEE PAGE 7, 23, 39)

J \(\prescript{\subset} \) GROUND POINT(LHD)







O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 1	70	J 4	70	J 9	70
J 2	70	47	70	T	

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	59(LHD)	R/B NO.1 (LEF KICK PANEL
5	60	R/8 NO 2 (ENGINE COMPARTMENT FRONT LEFT,
4	61 (LHD)	R/B NO 4 (RIDHT KICK PANEL)
5	59	R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT)

JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION
IA	52(LHD)	ENGINE ROOM MAIN WIRE AND INPAME J/B _EFT KICK PANE.
10		
IE	52(LHD)	INSTRUMENT PARE WIRE AND INPANE J/BEFT KICK PANE
100		
1 J	54(LHD)	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3A		
38	56	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		

. CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE MARNESS AND WIRE HARNESS (CONNECTOR COCATION)
	84(LHD 35 GE)	
EAT	86(LHD 35-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO 2)
	88(LHD 7A-FE)	
102	901LHD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
103	90 (_HD)	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
IE2	90(LHD)	INSTRUMENT PANEL WIRE AND COME WIRE (LEFT KICK PANEL)
IF2	90(LHD)	FRONT DOOR _H WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
162	90(LHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II2	92(LHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE , NEAR THE ENGINE ECU)
IJ	92(LHD)	ENGINE WIRE AND COWL WIRE BEHIND THE ABS ECU)
IK1	92(LHD)	INSTRUMENT PAMEL WIRE AND FLOOR NO 3 WIRE (BEHIND THE RADIO AND PLAYER)
ILI	92(LHD)	FRAME WIRE AND COME WIRE (SHIFT LEVER RH SIDE)
101	92(LHD)	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT)
101	92(LHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
601	94:LH01	BACK DOOR NO 1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BRI	94,LHD)	BACK DOOR NO 2 WIRE AND BACK DOOR NO I WIRE (BACK DOOR UPPER LEFT)
BS1	94HD}	FLOOR WIRE AND LUSGAGE ROOM WIRE LUGGAGE ROOM LEFT

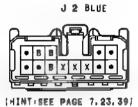
GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION			
	84(LHD 38-GE)				
EA	86(LHD 3S-FE)	FRONT SIDE OF RIGHT FENDER			
	88(LHD 7A-FE)				
	B4(LHD 3S-GE)				
EB	86 (LND 38-FE)	FRONT SIDE OF LEFT FENDER			
	BBILHD 7A FE				
	84(LHD 35~GE)				
EC	86(LHD 38-FE)	INTAKE MANIFOLD			
	881_HD 7A-FE1				
ID	90(_RD)	LEFT KICK PANEL			
ΙE	90(LHD)	INSTRUMENT PANEL BRACE LH			
16	90(LHD)	R/B NO.4 SET BOL7			
B6	94 (LHD)	ROOF LEFT			
BH	94(LHD)	IDER THE LEFT CENTER PILLAR			
BI	94(LHD)	ACK DOOR CENTER			
BJ	94 (LHD)	BACK DOOR RIGHT			

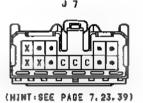
splice Points

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
	84(LHD 35-6E)		I 4	92(LHD)	COWL WIRE
E 1	86(LHD 38-FE)		1 6	92(LHD)	INSTRUMENT PANEL WIRE
	88(LHD 7A-FE)		1.7	92(LKD)	ENGINE WIRE
	84(LHD 3S-GE)		I 9	92(LRD)	FLOOR NO 3 WIRE
E 2	86(LHD 3S FE)		I10	92(LHD)	COWL WIRE
	88(LHD 7A-FE)	- ENGINE ROOM MAIN WIRE	111		
	84(LHD 39-GE)	ENGINE ROOM HAIR MINE	I13	92(LHD)	FRAME WIRE
E 3	86(LHD 3S-FE)		114	72 (CHO)	
	88(LHD 7A-FE)		115	92 (±HD)	ENGINE WIRE
	84(LHD 38-GE)		117	92(LHD)	COWL WIRE
E 4	86(LHD 38-FE)		8 3	94(LHD)	ROOF WIRE
	88(LHD 7A-FE)		8.4	94(LHD)	FRONT DOOR RH WIRE
I 1	92 (LHQ)	COWL WIRE	B 7	94(LHD)	LUGGAGE ROOM WIRE
1 3	92{LH0}	INSTRUMENT PANEL WIRE			



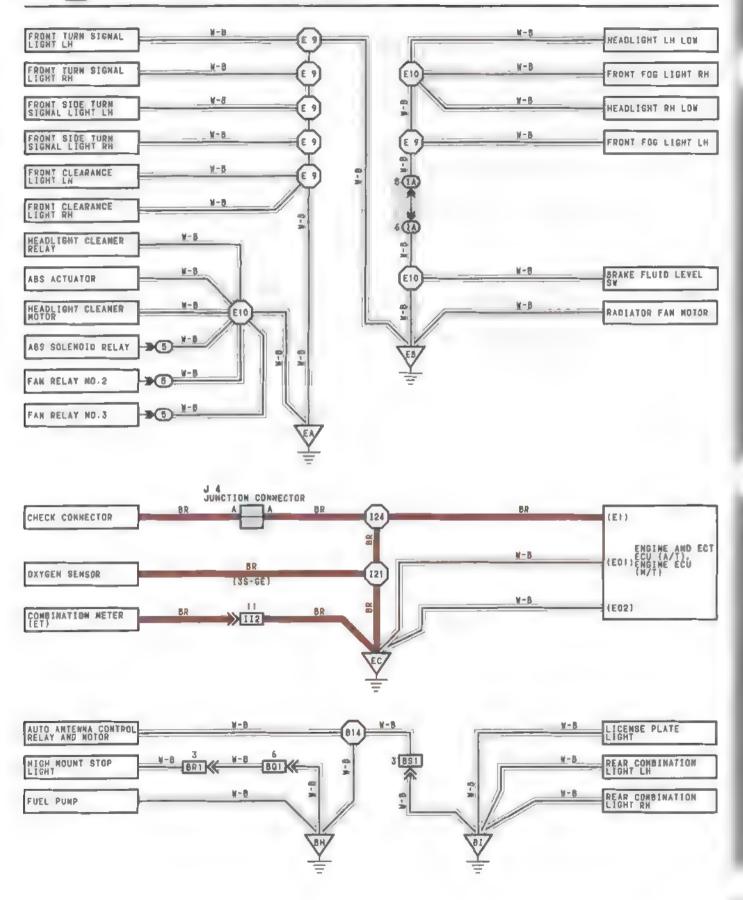


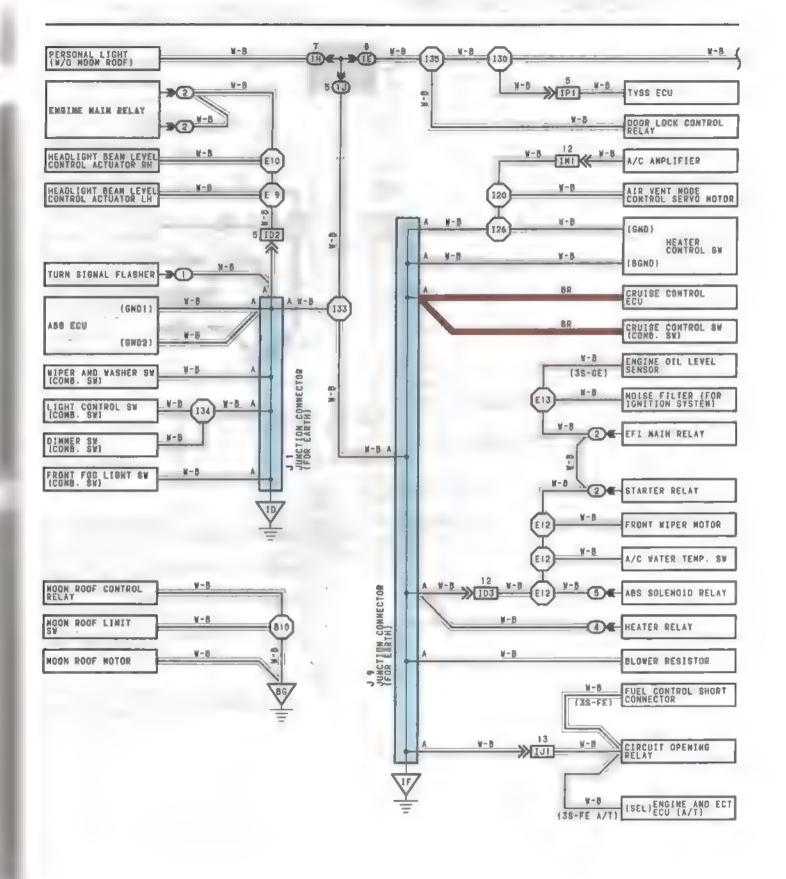


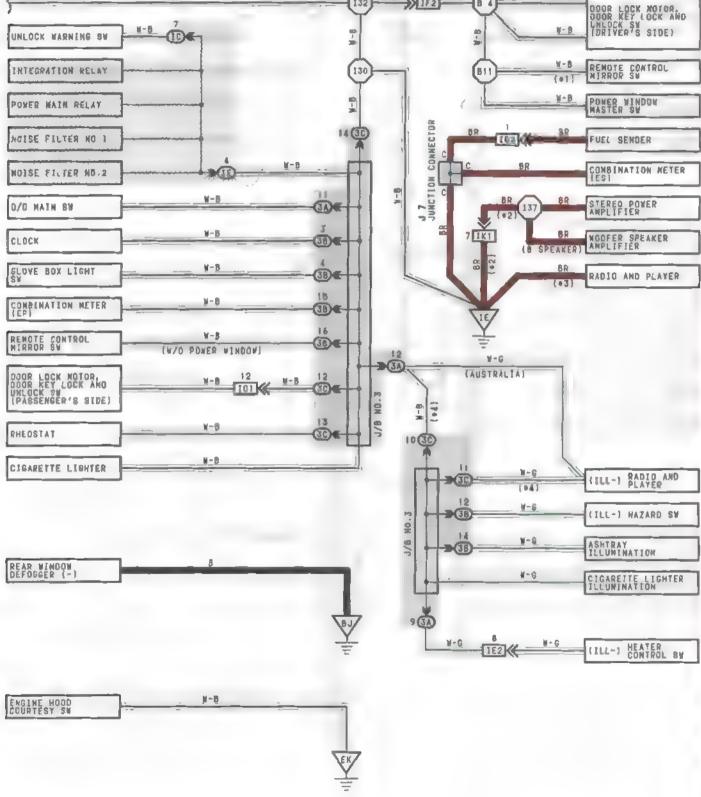


[HINT: SEE PAGE 7.23.39]

J = GROUND POINT (RHD)







O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 1	80	J 7	80		
3.4	80	4 9	80		

C : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK _DCATION)
1	59(RHD)	R/B NO-1 (RIGHT KICK PANEL)
2	60	R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT)
4	61 (RHD)	R/B NO 4 (LEFT KICK PANEL)
5	59	R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT)

U : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE MARNESS (CONNECTOR LOCATION)				
IA	52(RHD)	ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL)				
IC	52(RHD)	INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL)				
IE	OZ (KND)	INSTRUMENT PAREL SING IMPARE 376 (AIGH) KICK PANEL)				
1 E	56(RHD)	INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL)				
1.8	66(RHD)	ROOF WIRE AND J/8 NO.1 (RIGHT KICK PANEL)				
1 J	56(RHD)	COWL WIRE AND J/B NO.((RIGHT KICK PAMEL)				
NA.						
38	58	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)				
3°C						

* CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)			
102(RHD)	ENGINE ROOM MAIN WIRE AND COW, WIRE (RIGHT KICK PANE.)			
102(RHD)	ENGINE ROOM MAIN WIRE AND COW, WIRE (INSIDE OF R/B NO 4)			
102(RHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)			
102(RHD)	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)			
102(RHD)	INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL)			
104 (R+D)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU)			
104(RHD)	ENGINE WIRE AND COME WIRE (NEAR THE ENGINE ECJ)			
104(RHD)	INSTRUMENT PANEL WIRE AND FLOOR NO 3 WIRE (BEHIND THE RADIO AND PLAYER)			
104(RHD)	COWL WIRE AND A/C SUB WIRE (JPPER THE A/C UNIT)			
104(RHD)	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)			
104(RHD)	TYSS NO.1 SUB WIRE AND INSTRUMENT PANE, WIRE (LEFT KICK PANEL)			
106(RHD)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)			
106(RHD)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)			
106(RHD)	FLOOR WIRE AND LUGGAGE RODM WIRE (LUGGAGE ROOM RIGHT)			
	102(RHD) 102(RHD) 102(RHD) 102(RHD) 102(RHD) 104(RHD)			

W . GROUND POINTS

•						
CODE	SEE PAGE	GROUND POINTS LOCATION				
EA	96(RHD 35-GE)					
	96(RHD 38-FE)	FRONT SIDE OF RIGHT FENDER				
	100(RHD 58-FE)					
EB	96(RHD 39-GE)					
	96(RHD 38-FE)	FRONT SIDE OF LEFT FENDER				
	100(RHD 58-FE)					
	96(RHD 38-GE)	INTAKE NAMIFOLD				
EC	96(RHD 38-FE)					
	100(RHD 58-FE)					
EK	96 (RHD 38-BE)					
ER	100(RHD 55-FE)	FRONT SUSPENSION SUPPORT RH				
ID	102(RHD)	RIGHT KICK PANEL				
IE	102(RHD)	INSTRUMENT PANEL BRACE LH				
IF	102(RHD)	R/B NO.4 SET BOLT				
₿Ġ	106(RHD)	ROOF RIGHT				
BH	106(RHD)	UNDER THE RIGHT CENTER PILLAR				
51	106(RHD)	BACK DOOR CENTER				
₿J	106(RHD)	BACK DOOR RIGHT				

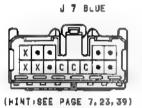
J 🖶 GROUND POINT(RHD)

: SPLICE POINTS

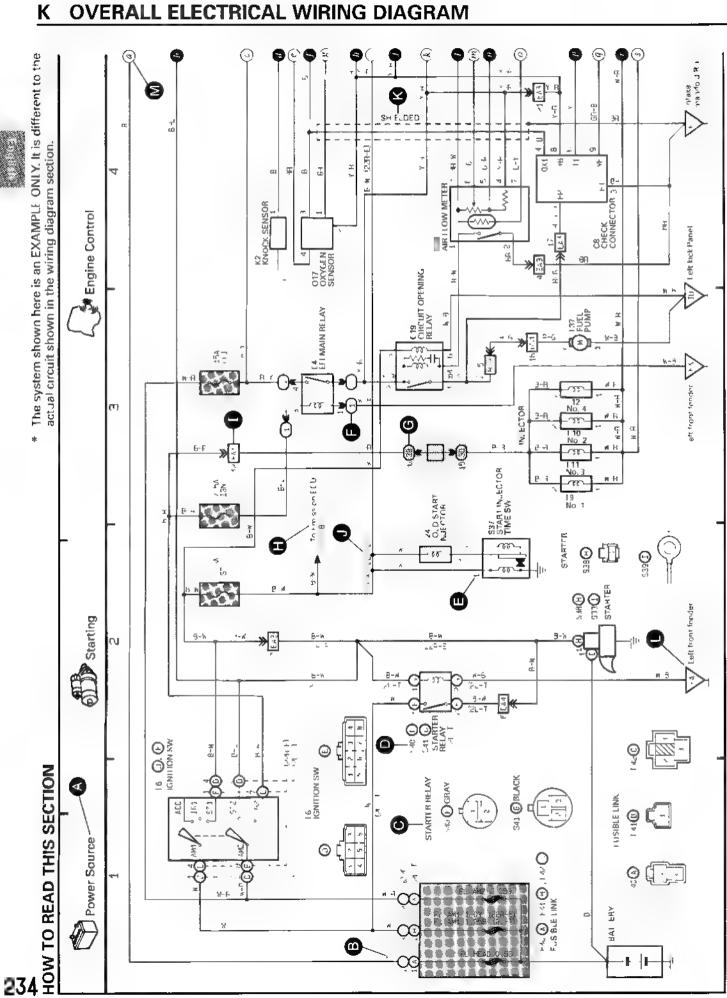
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 9	96 (RHO 35 GE)		121	104(RHD)	ENGINE WIRE
	98 (RHD 3S-FE)		124	TOACRNDI	
	100(RHD 58-FE)		126	104(RHD)	CONL WIRE
E10	96(RHD 35 GE)		130	104(RHD)	INSTRUMENT PANEL WIRE
	98(RHD 38-FE)	ENGINE ROOM HAIN WIRE	132		
	100(RHD 58-FE)		133	104(RHD)	COWL WIRE
E12	96(RHD 3S-GE)		134		
	98(RHD 3S-FE)		135	104(RHD)	INSTRUMENT PANEL WIRE
	100(RHD 58-FE)		137	104(RHD)	FLOOR NO.3 YIRE
E13	96(RHD 38-GE)	,	B 4	94(LHD)	FRONT DOOR RH WIRE
	98(RHD 3S-FE)	ENGINE WIRE	B10	106(RHD)	ROOF WIRE
	100(RHD 5S-FE)		B11	106(RHD)	FRONT DOOR RH WIRE
120	104 (RHD)	COMP AIRE	B14	106(RHD)	FLOOR VIRE











- System Title
- B. Indicates the wiring color.

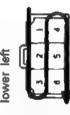
Wire colors are indicated by an alphabetical code. Yellow White Violet - Red l. = Blue LG = Light Green = Orange = Pink = Brown = Green Black GR = Gray The first letter indicates the basic wire color and the second letter indicates the color of the stripe.



- Indicates the connector to be connected to a part (the numeral indicates the pin No.)
- The position of the parts is the same as shown in the wiring diagram and wire routing. Θ
- The numbering system is different for female Indicates the pin number of the connector, and male connectors. ... **@**

from upper right to Numbered in order Example: Numbered in order from upper left to

ower right





Female

The numbering system for the overall wiring diagram is the same as above.

[]; Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

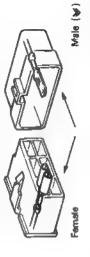
Example: Indicates Relay Block No. 1.

J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly G. Junction Block (The number in the circle is the (different junction blocks are shaded differently for further separate them from other parts clarification).

Example:



- []. Indicates related system.
- connector. The wiring harness with male Indicates the wiring harness and wiring harness terminal is shown with arrows (≪). Outside numerals are pin numbers.



- 9); () is used to indicate different wiring and connector, etc. when the vehicle model, engine type, or specification is different.
- N. Indicates a shielded cable.



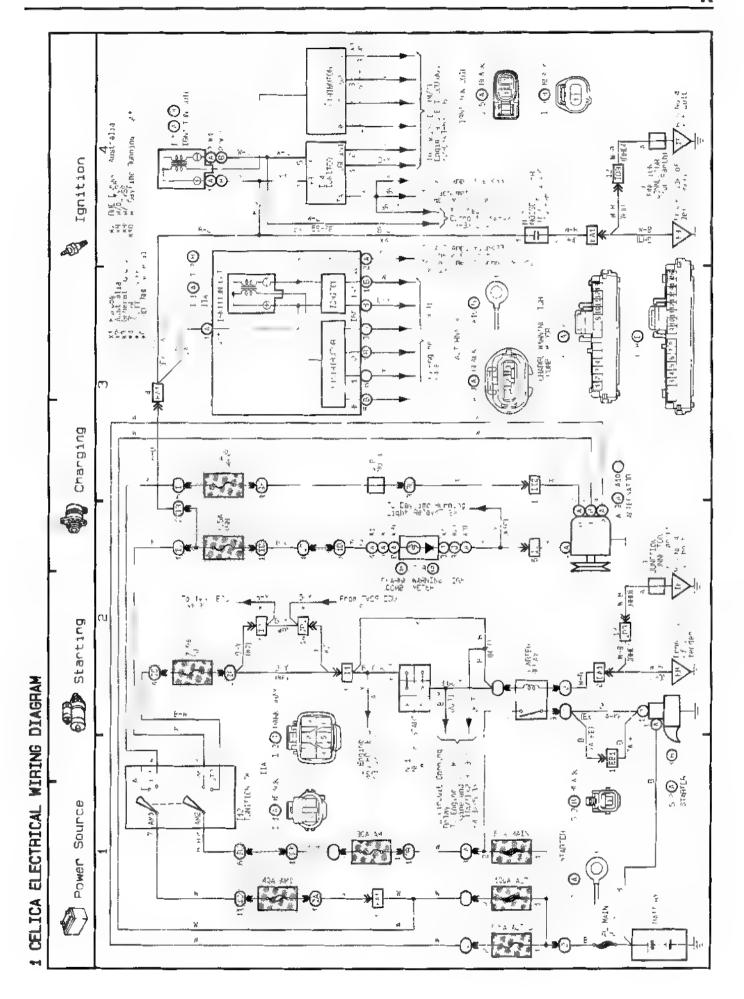
- Indicates and located on ground point.
- The same code occuring on the next page ndicates that the wire harness is continuous.

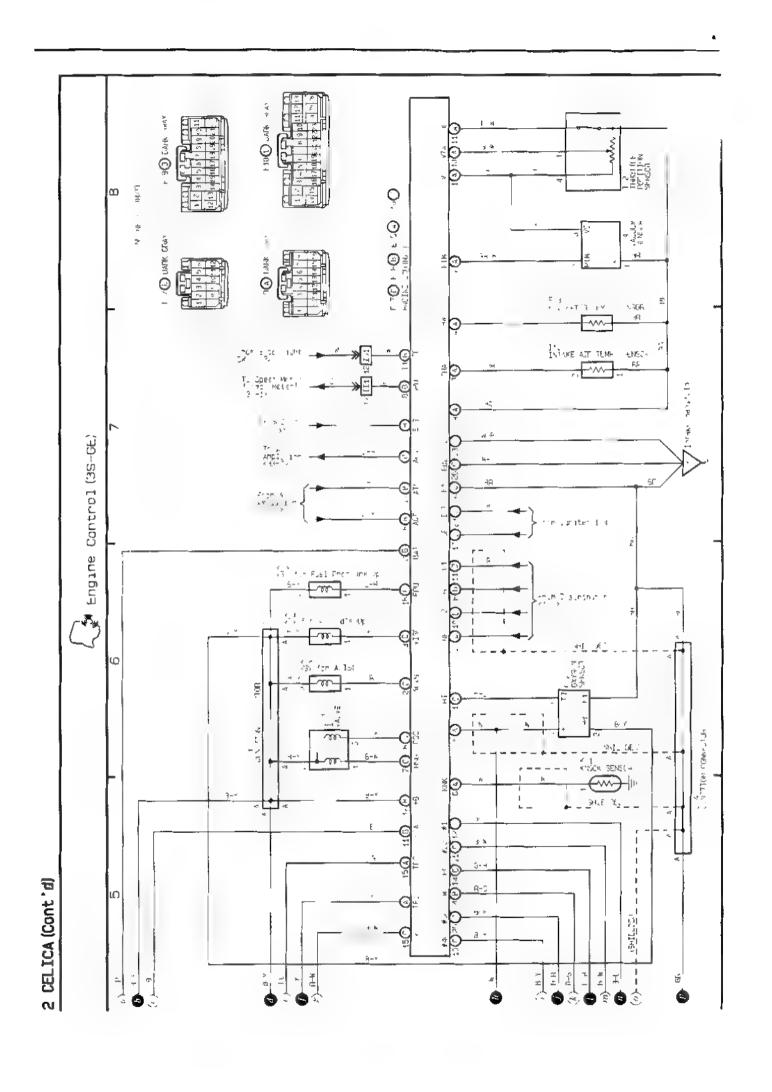


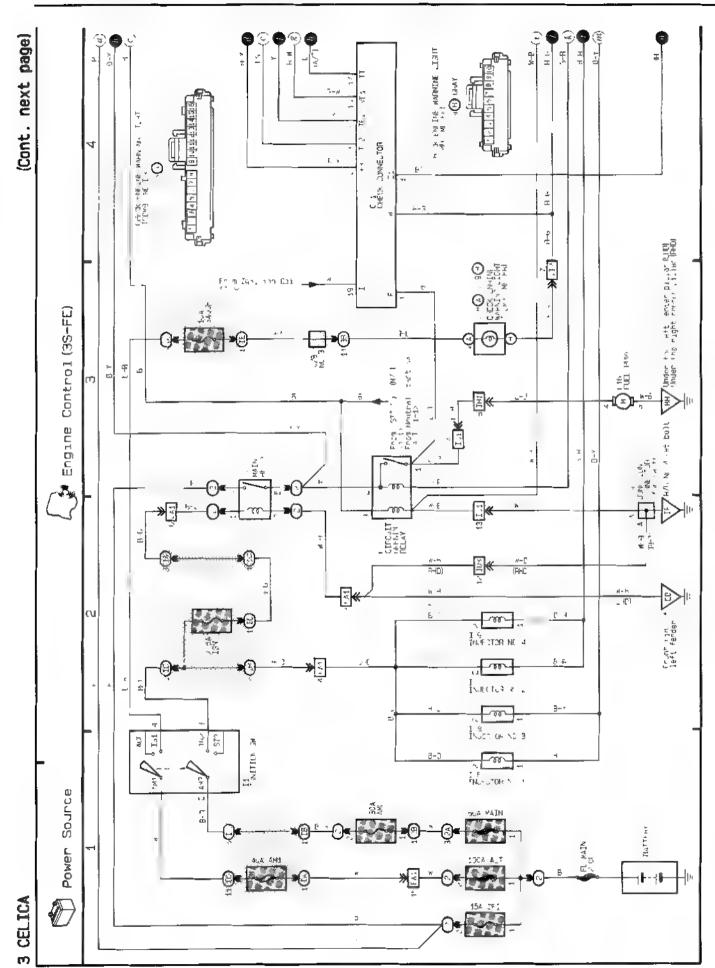
K OVERALL ELECTRICAL WIRING DIAGRAM

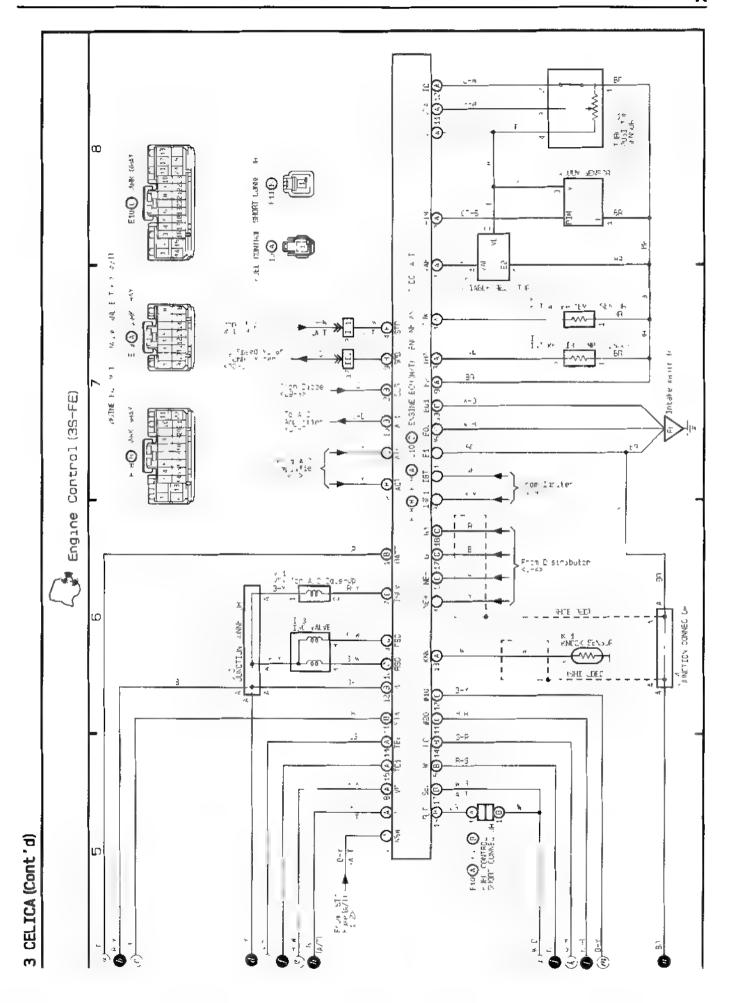
			5-0
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	2		×.

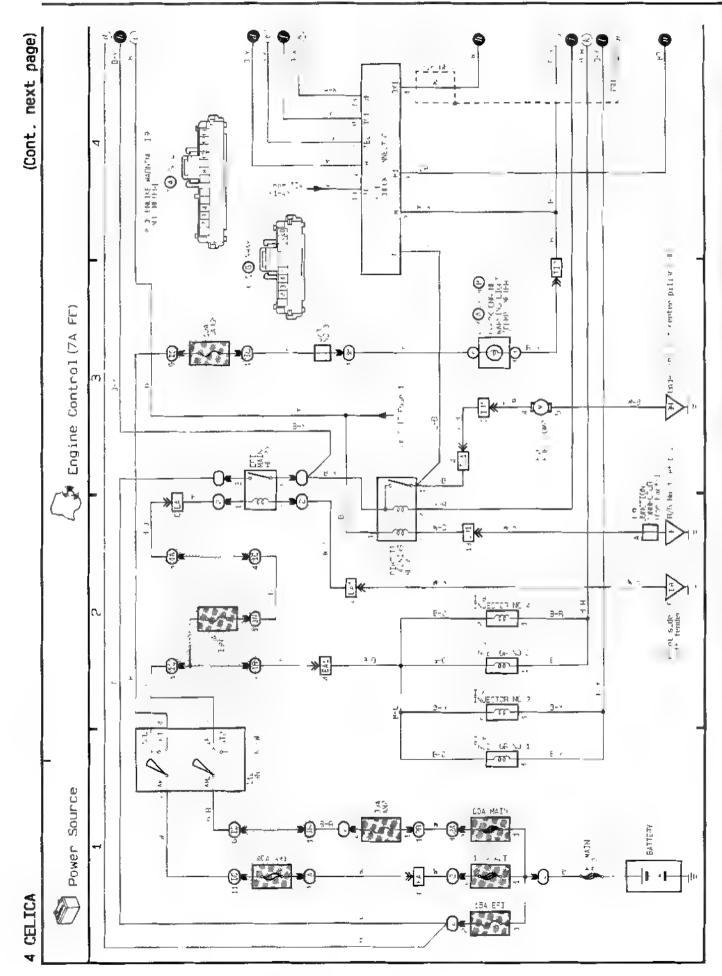
							Model (Location No. 1 to 33)	on No. 11
SYSTEMS	ΓO	LOCATION	SYSTEMS	ΓŌ	LOCATION	SYSTEMS	LO(LOCATION
ABS (Anti-Lock Brake System)	So Bar	20.3	Headlight	8	7-3 (we Usayimus Burning Light) B-3 Loermarey! 10-3 loco Dayteene Rumung Light)	Rear Fog Light	0	12-3
Air Conditioner		33.3	Headlight Beam Level Control		6-3	Rear Window Defogger and M rror Heater		29-3
Auto Antenna	-3	23.4	Headlight Cleaner	5	16.2	Rear Wiper and Washer	A	21.4
Back-Up Light	4	17-2	Fo.h	6	15-4	Remote Control Mirror	T.	25-3
Charging		6.	gnition	S	1.4	Seat Heater		16.4
Cigarette Lighter		28-3	Lmination		13.3	Sh fi Lock		18 2
Clock		28-4	Interior Light		14-3	Starting		1-2
Combination Meter	(E003)	30-3	L ght Auto Turn Off (Australia)		10-4	Stop Light		17.4
Cruise Control	10	19-3	Light Reminder Buzzer		11.1	Tail ight		15-3
Door Lock Confrol		26-3 (LHD) 27 3 (RHD)	Moon Roof	V	28.2	Turn Signal and Hazard Warning aght	10	18 4
FCT (Electronic Controlled Transmission)	ECT	6-3	Pawer Source		1~331	TVSS (Toyota Vehicle Socurity System)		313
Engine Comrol	0	2-3 (3S-GE) 3-3 (3S-BE) 4-3 (7A-PE) 5-3 (5S-FF)	Power Window		24-3	on ock and Seat Belt Warning (G.C.C.)		8-4
Front Fog Light	The state of the s	11-3	Radiator Fan and Condenser Fan		32.3			
From Wiper and Washer	No.	21-2	Radio and Player		22-3 (w/ Powa: Amplifier; 23 2 (w/r Power			

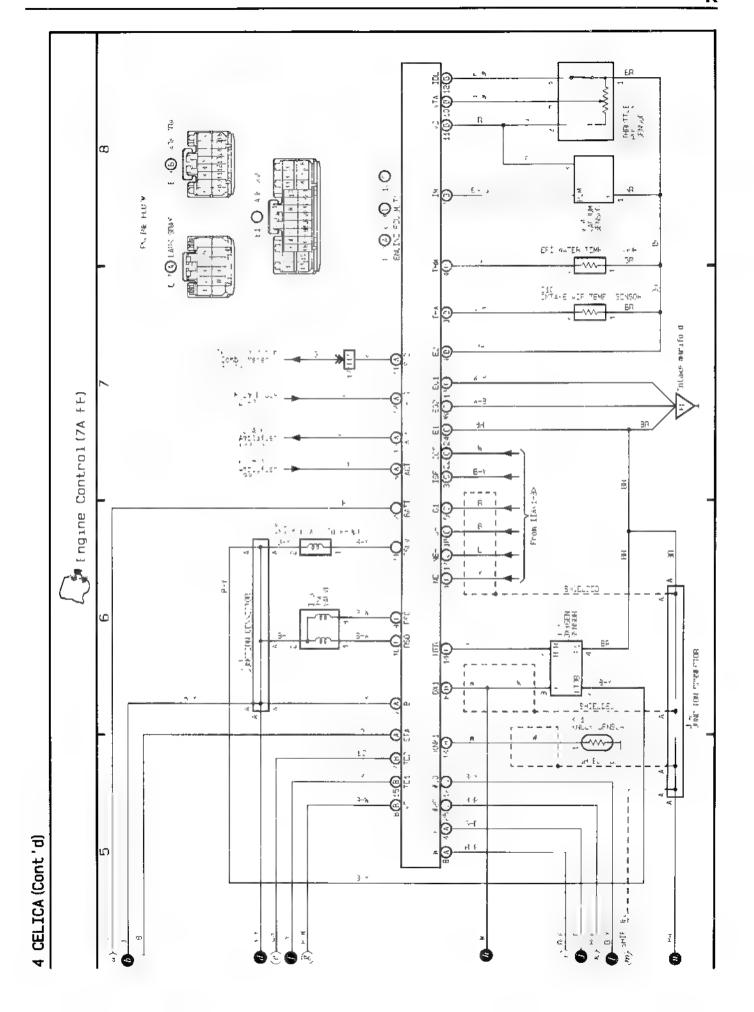


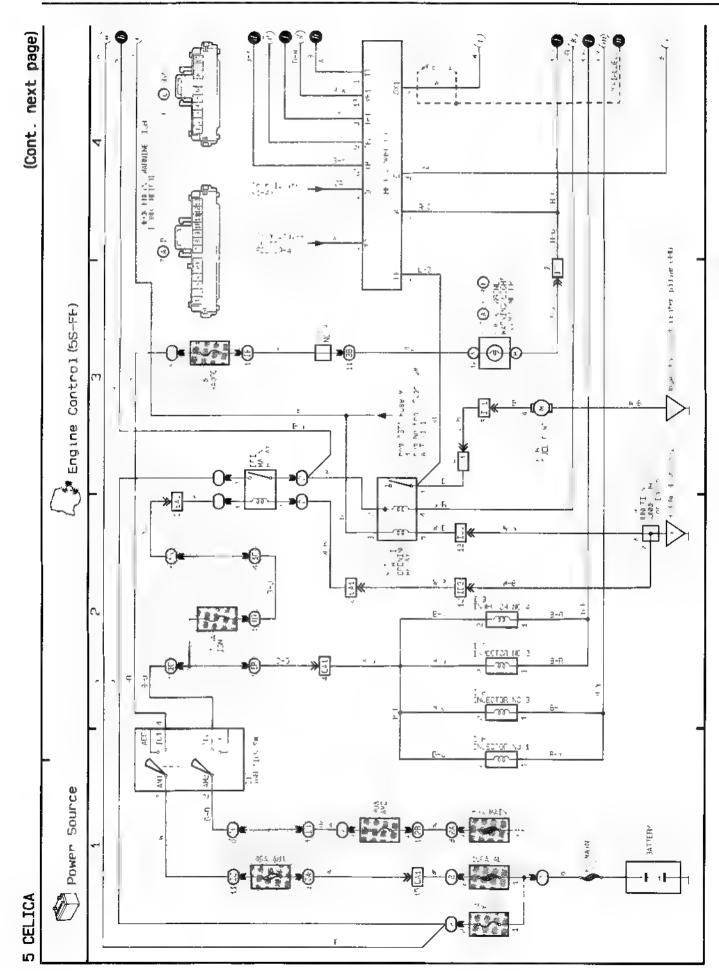


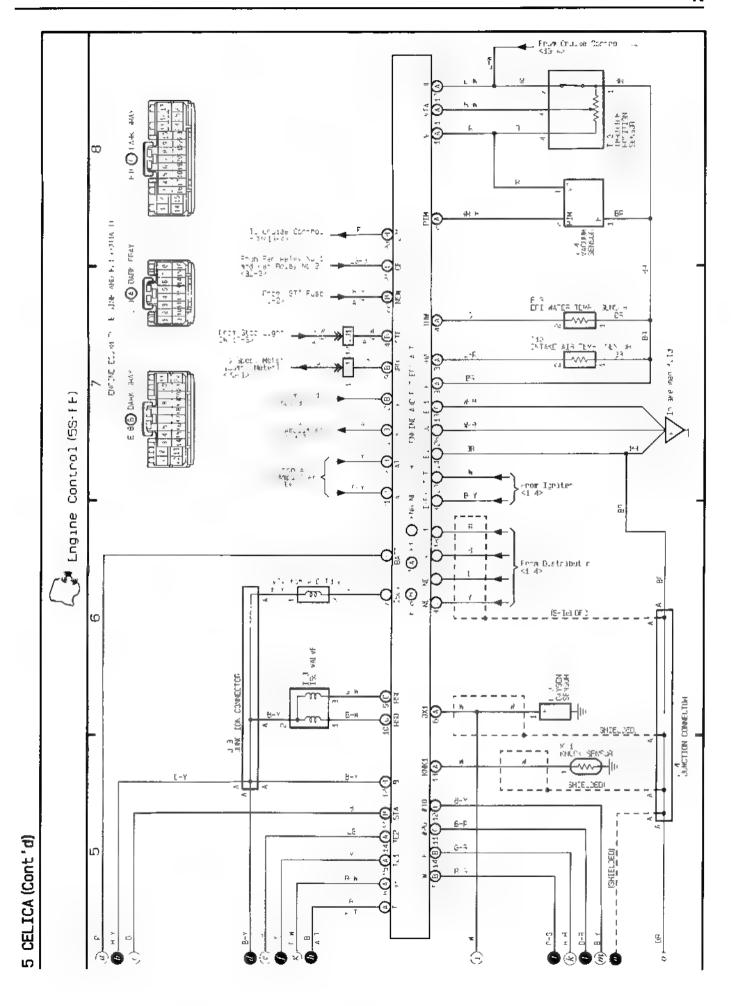


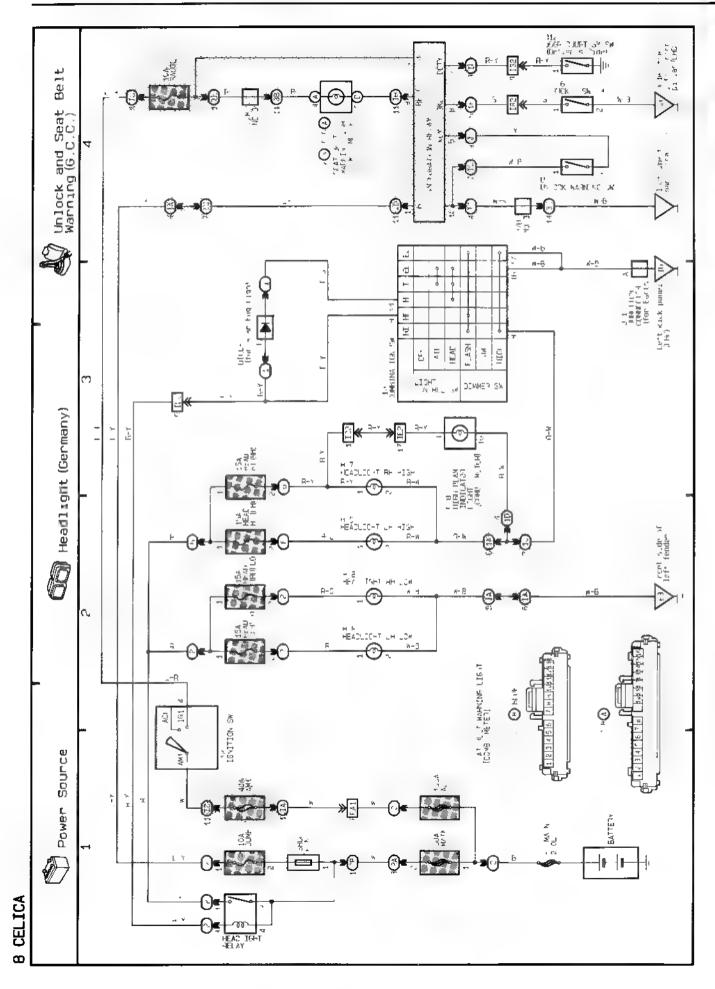


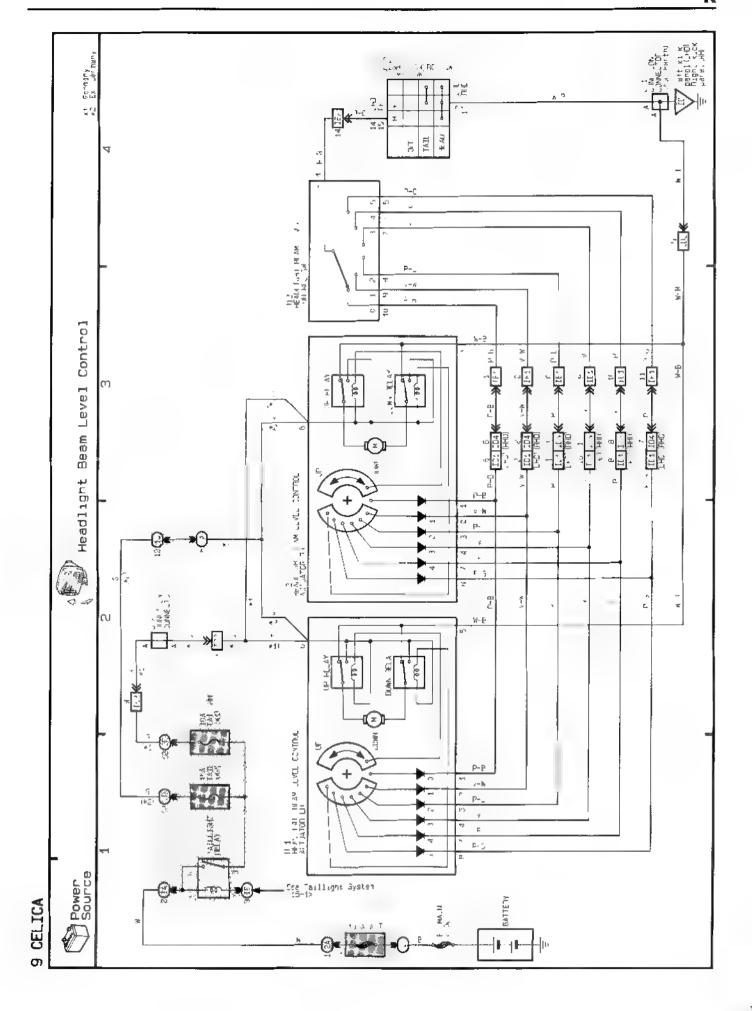


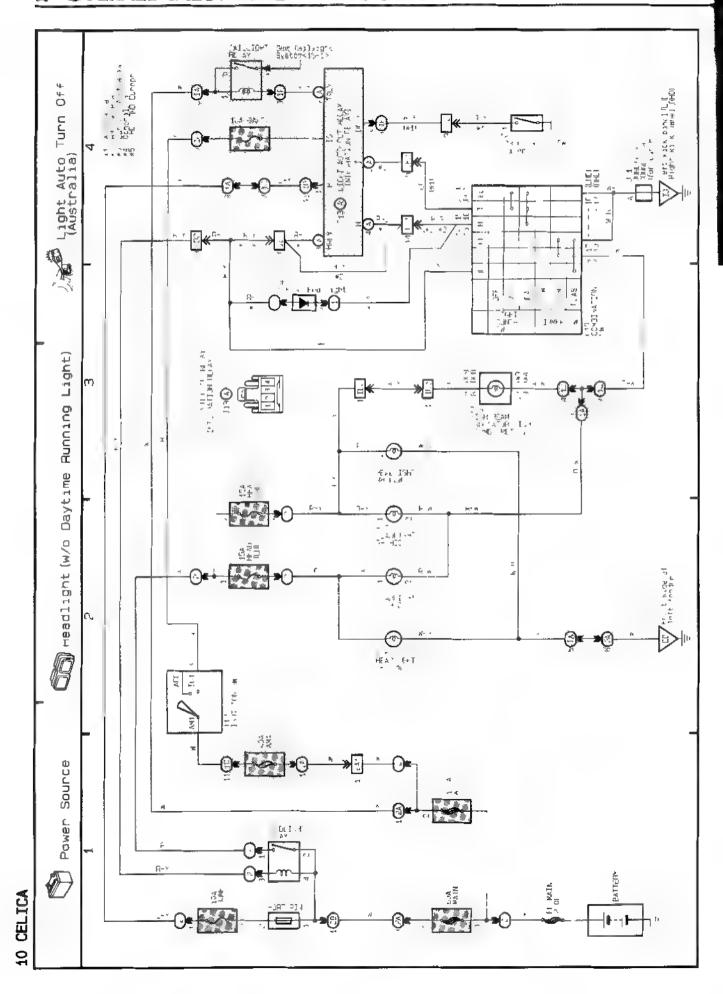


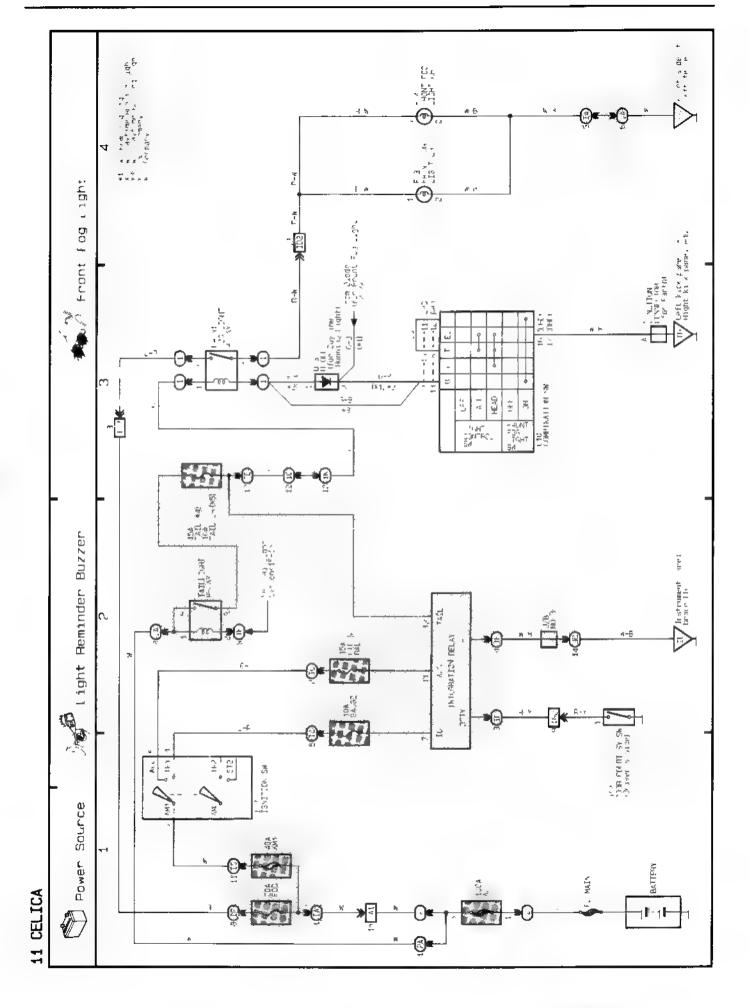


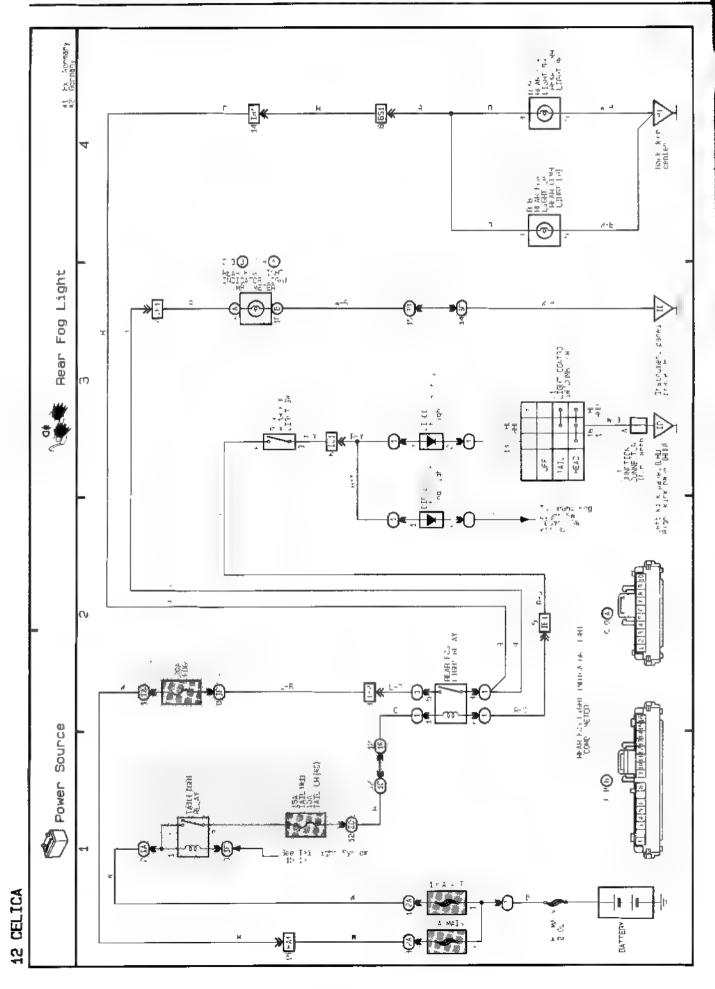


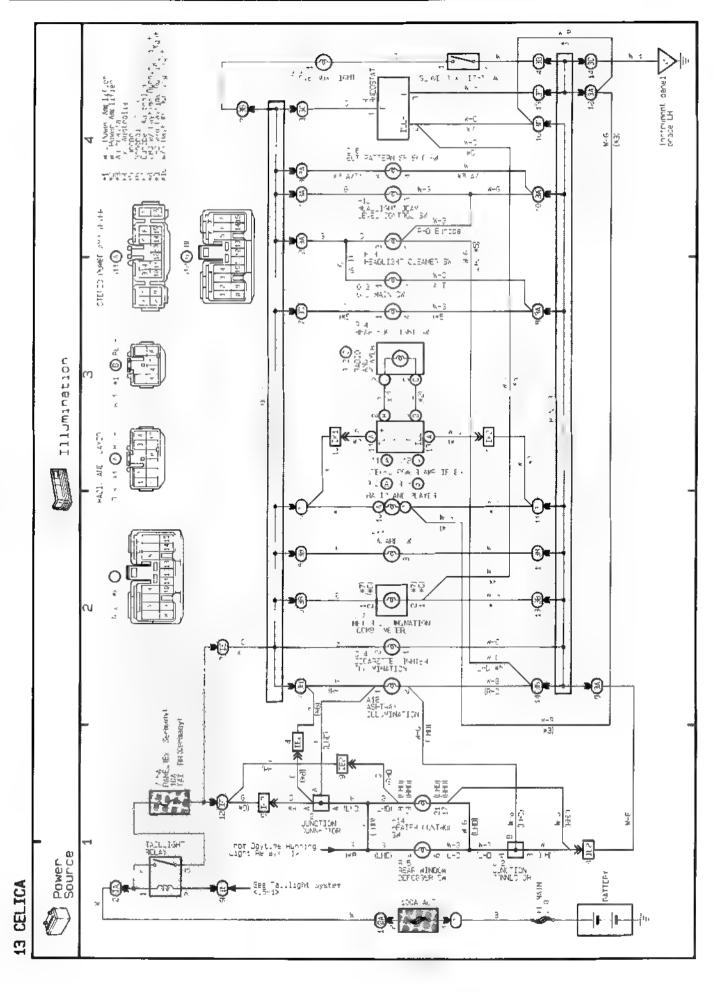




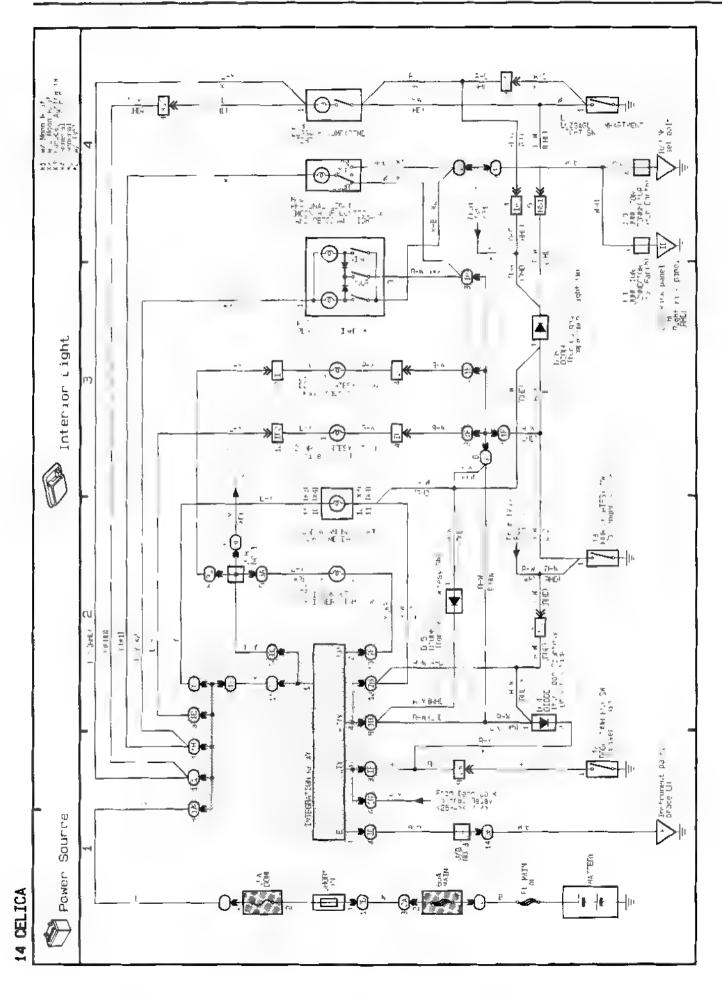


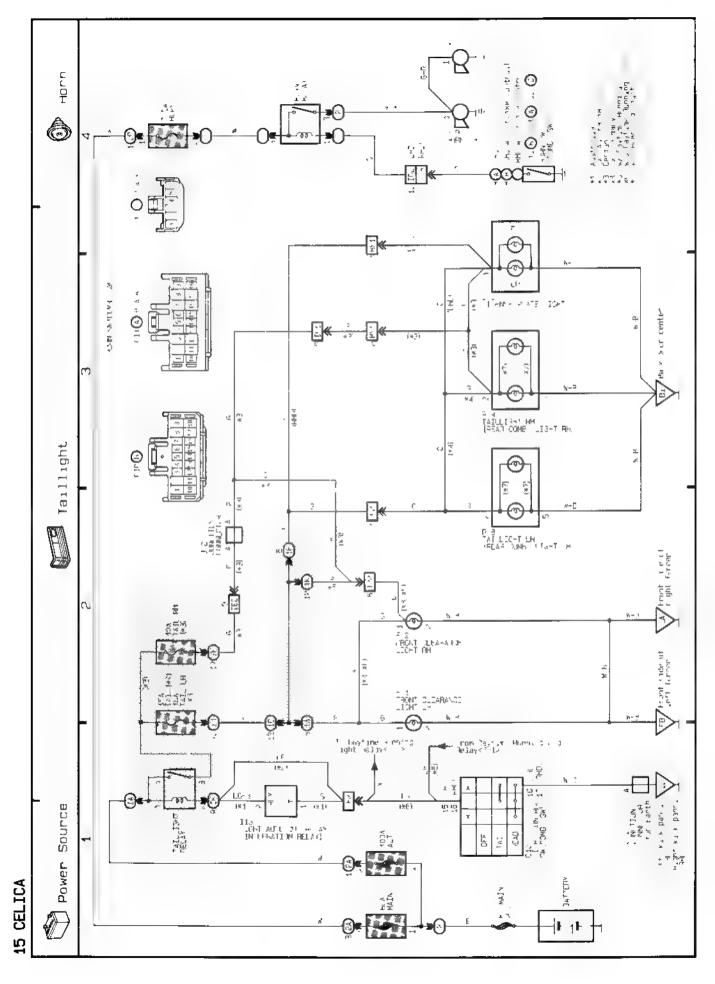




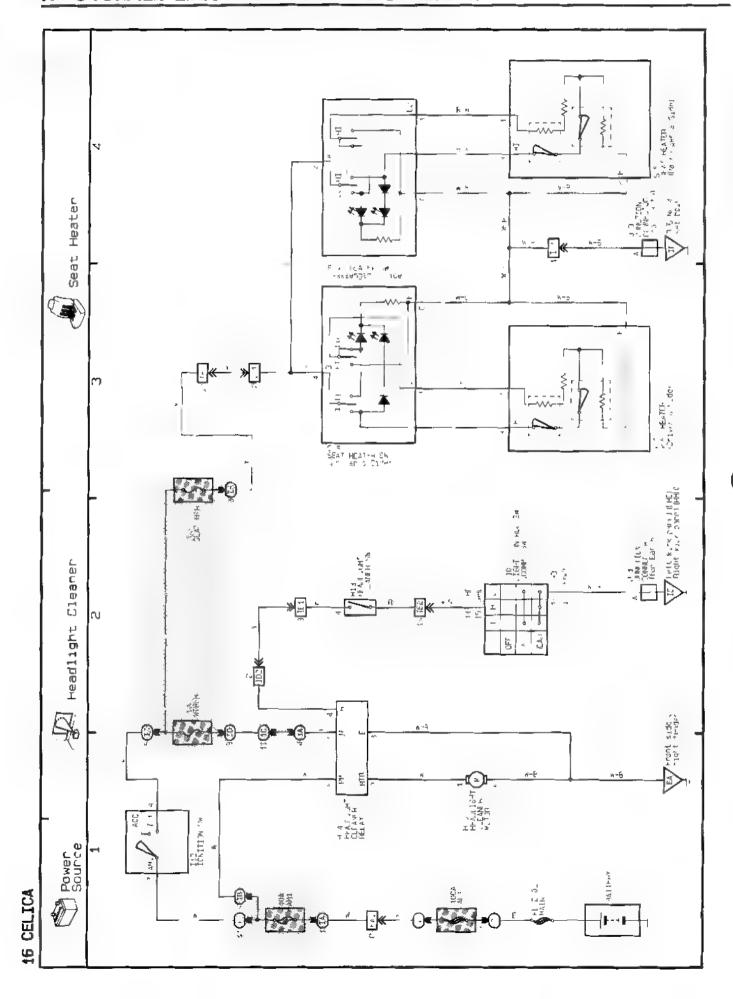


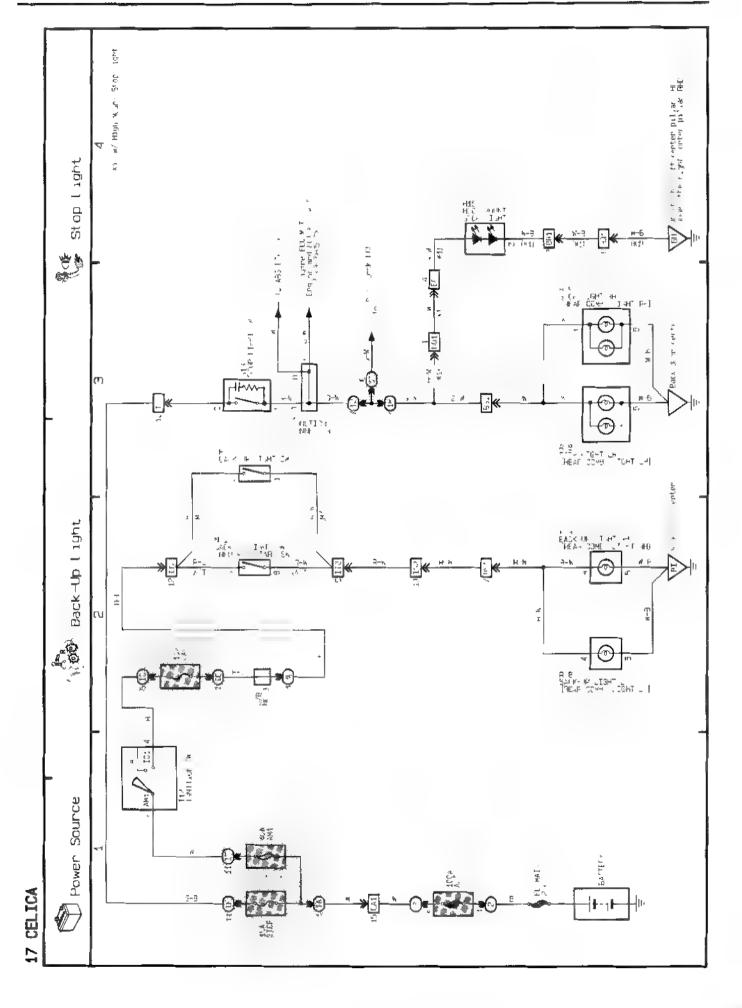
Mark 1



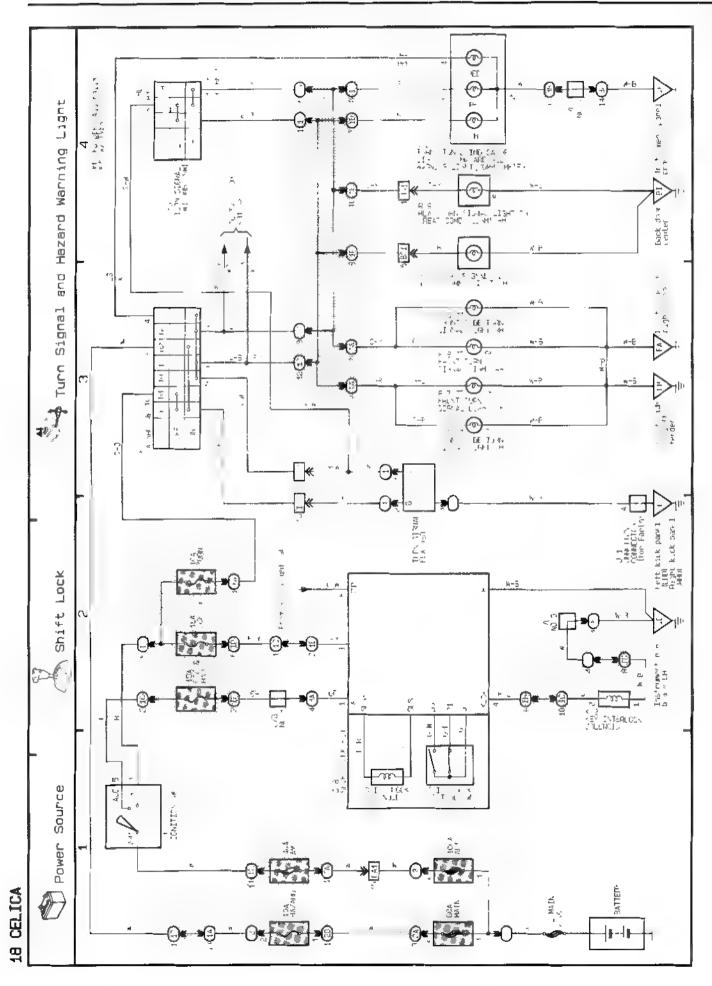


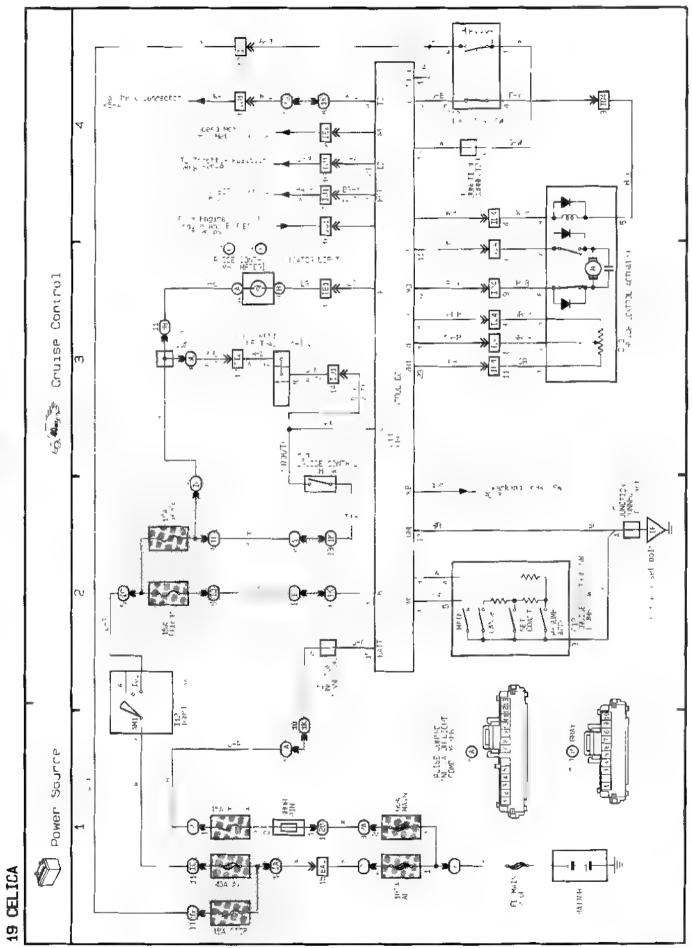
K OVERALL ELECTRICAL WIRING DIAGRAM

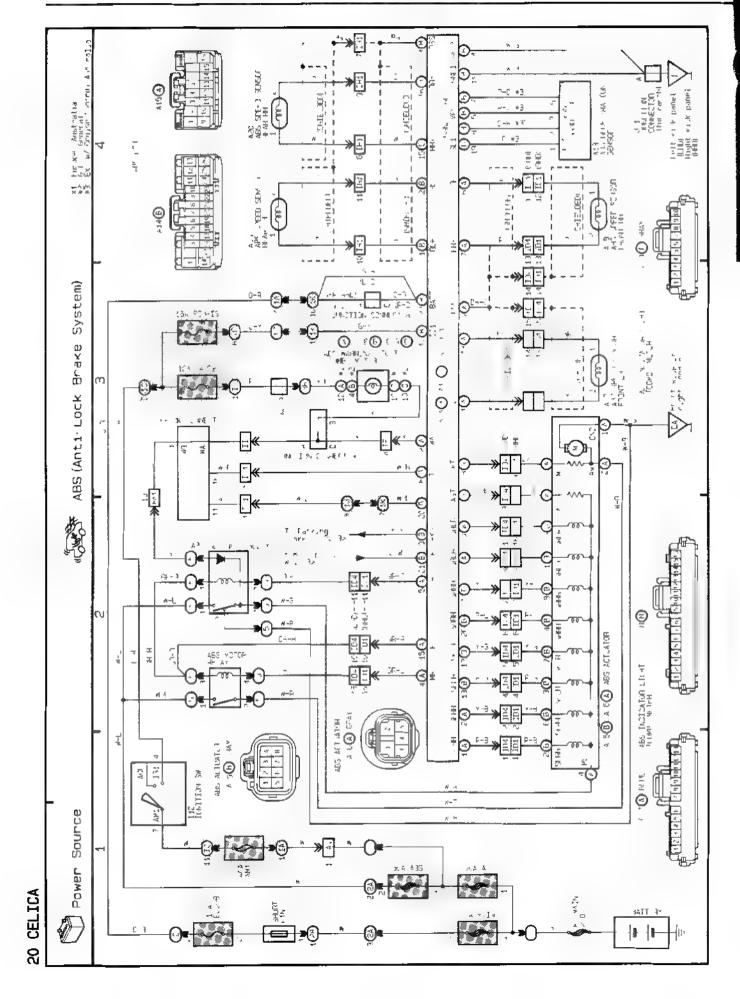


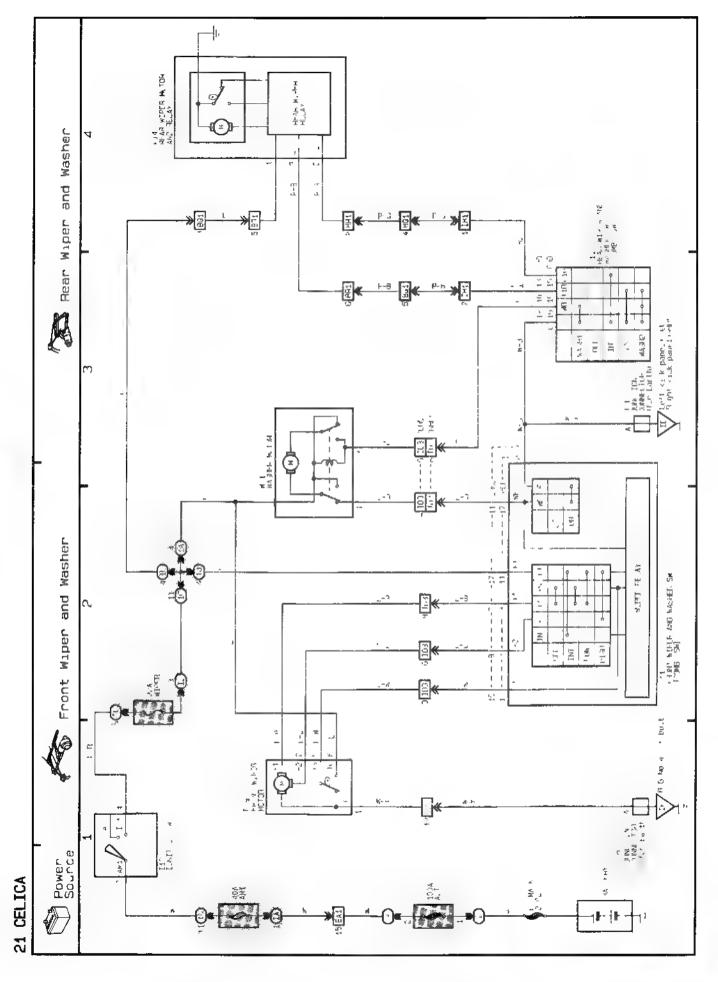


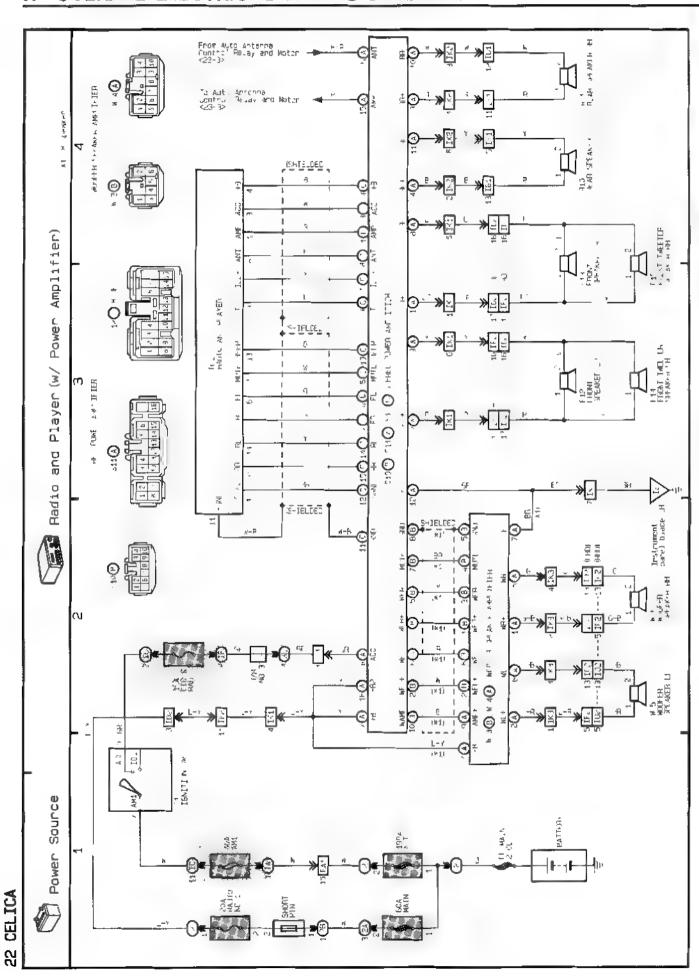
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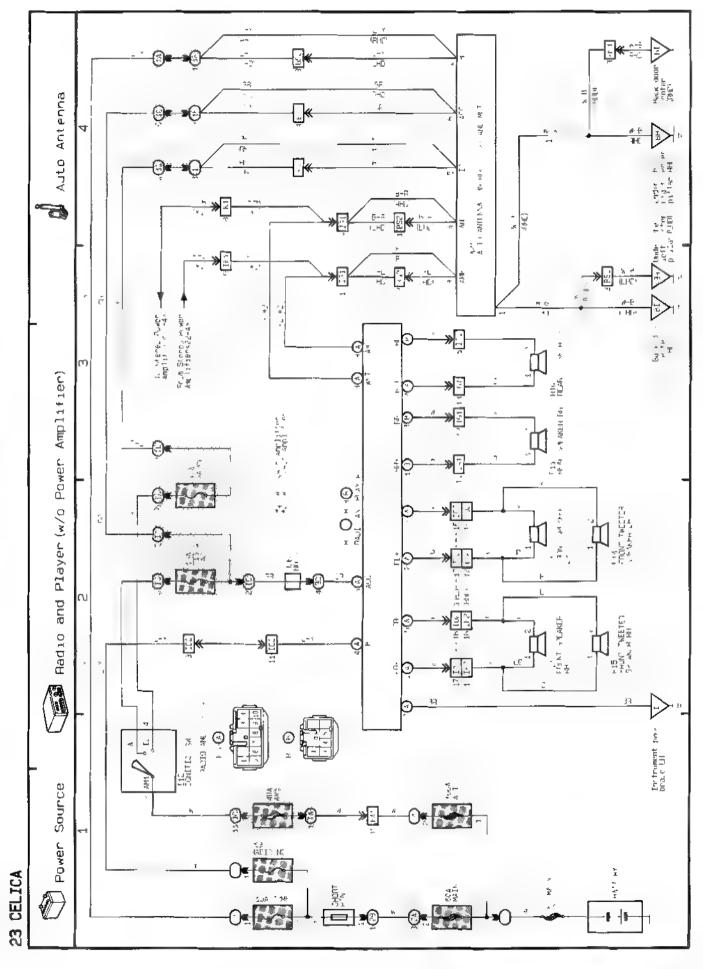


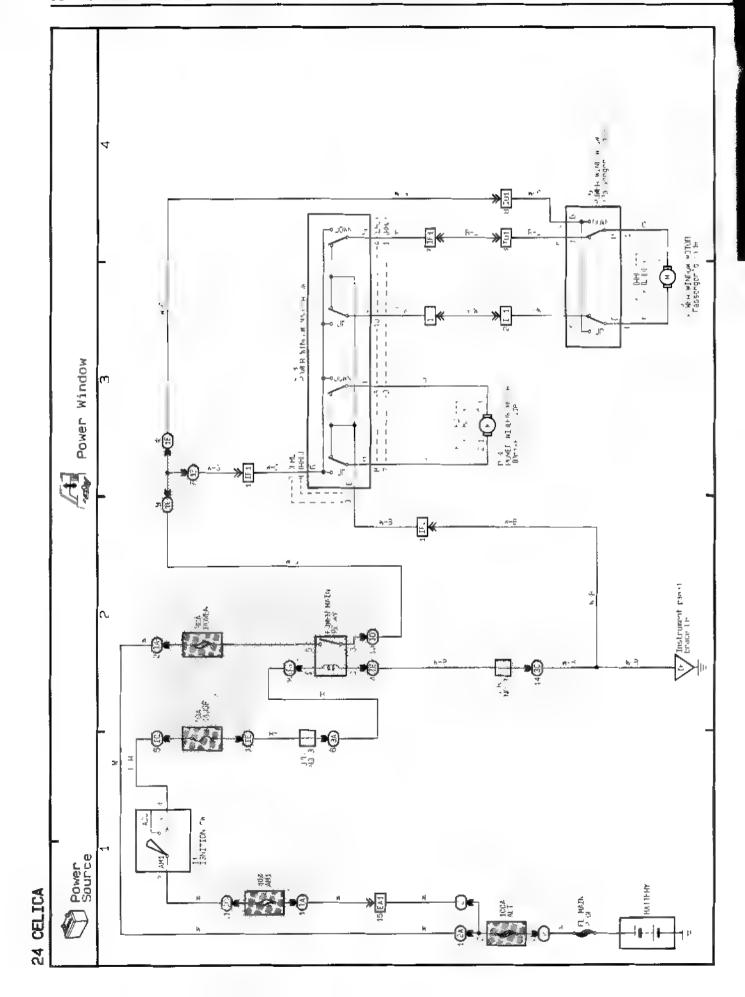


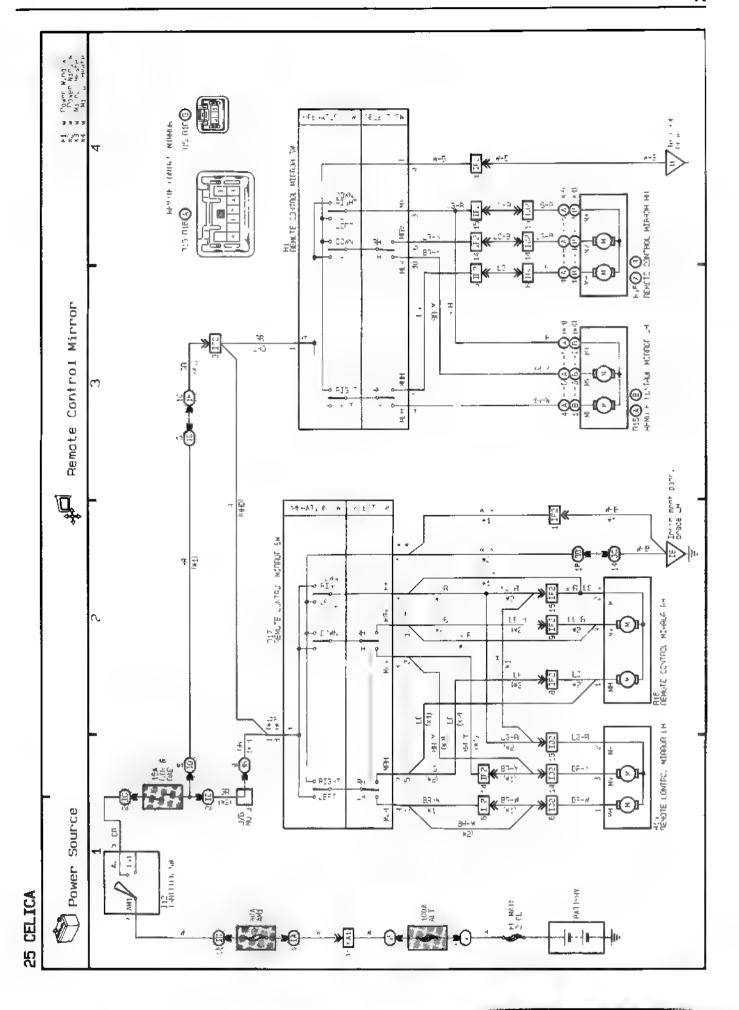


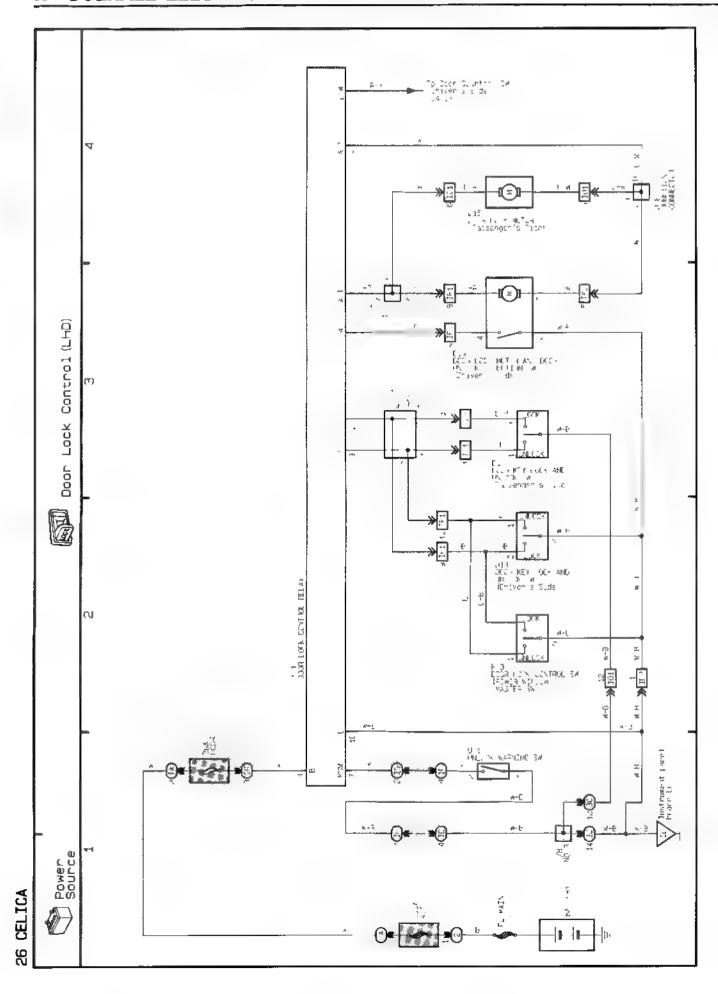


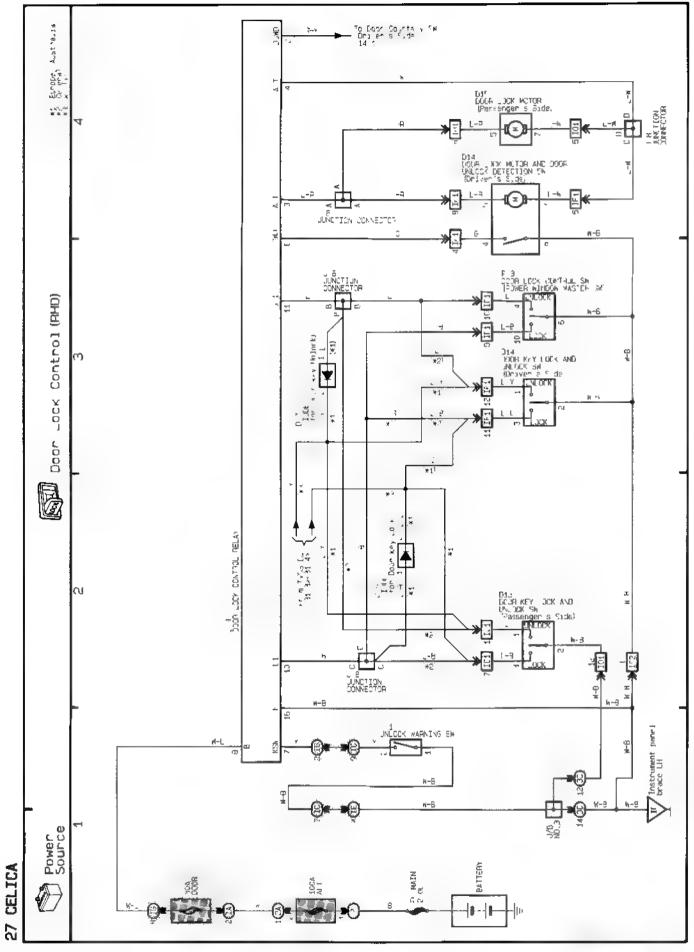


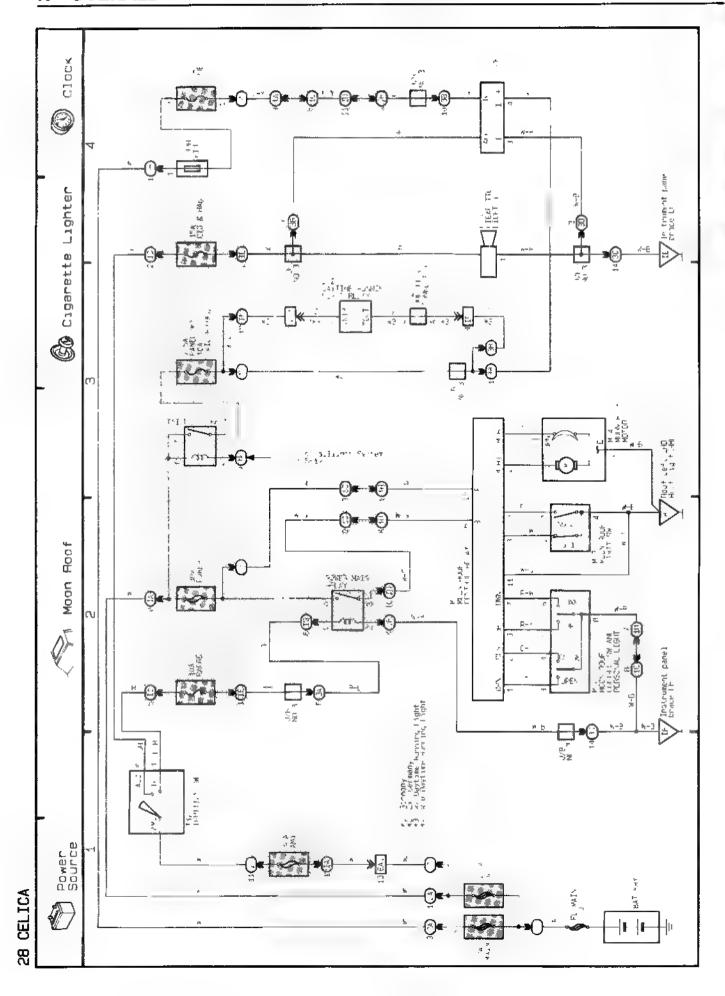


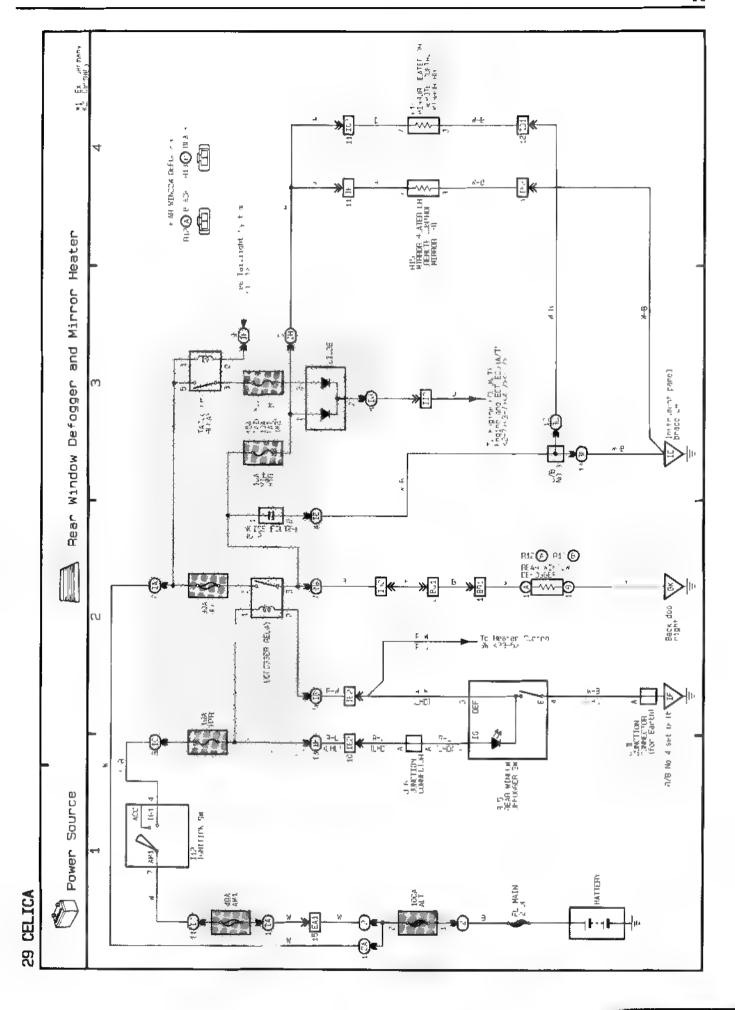




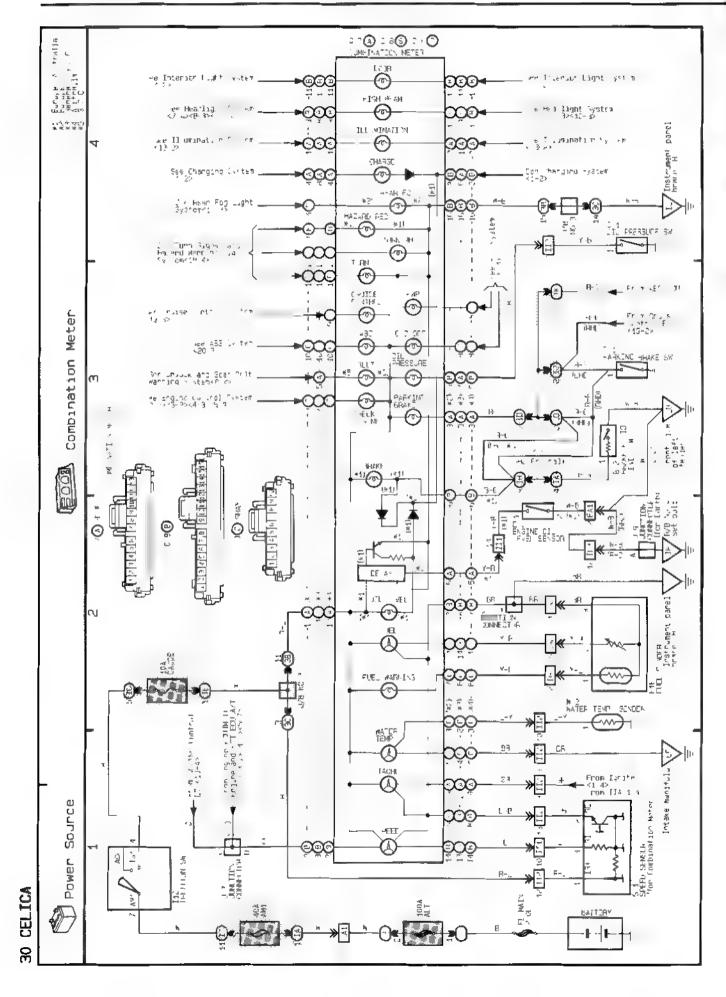


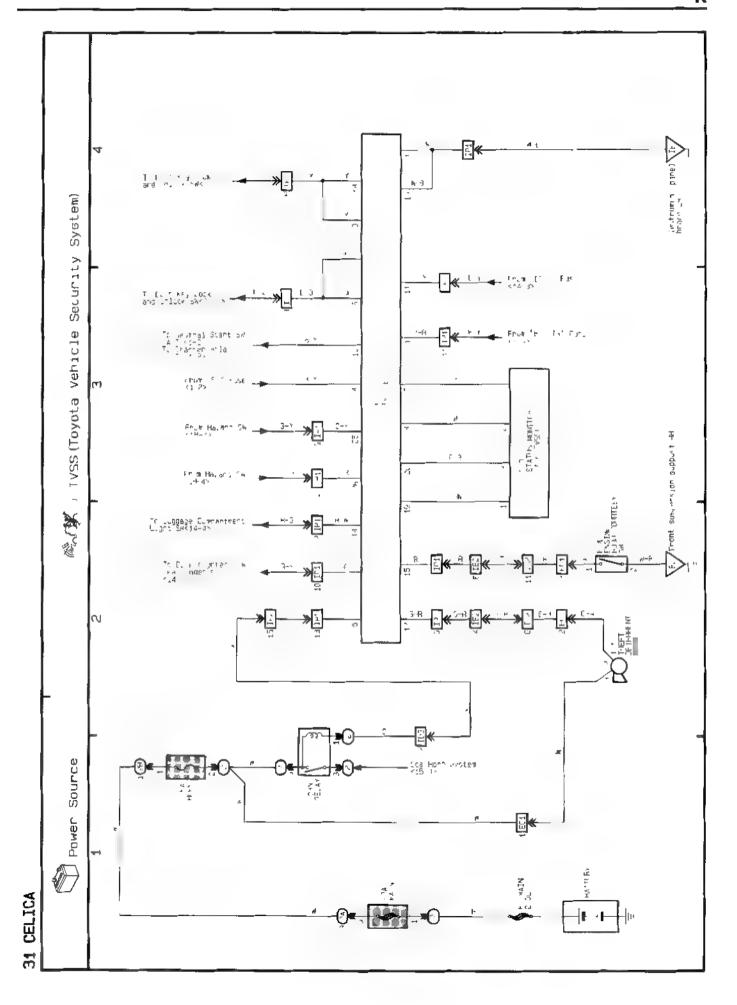


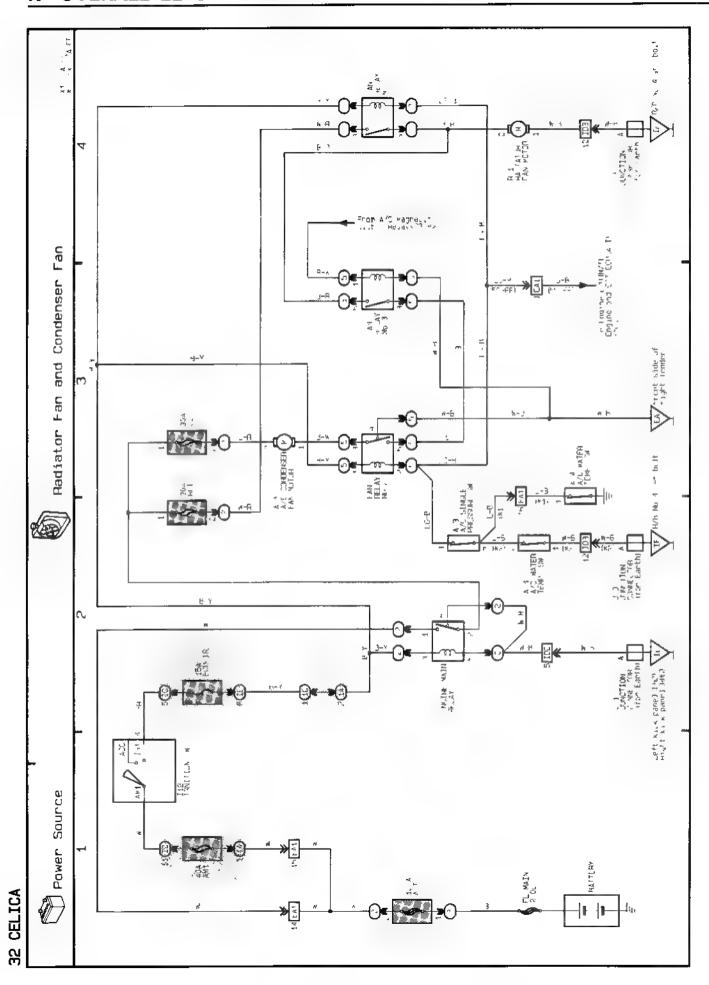


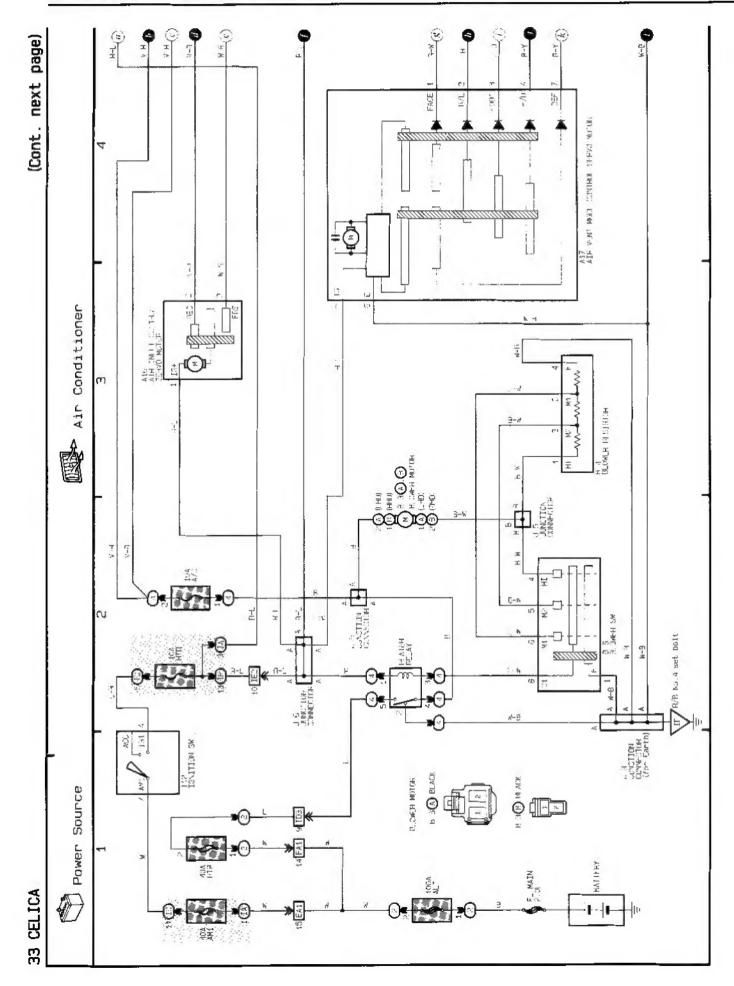


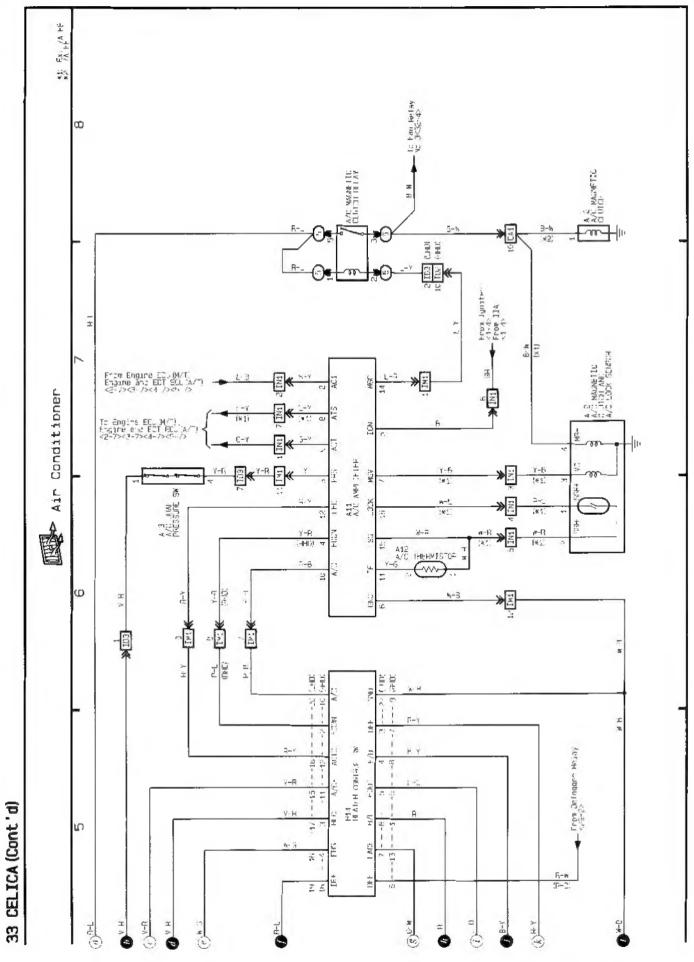
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